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Master Minimum Equipment List (MMEL)

Revision: 49a
Date: 06/29/2017

Boeing
B727-100/200

Heather A. Ogburn, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Long Beach Aircraft Evaluation Group (LGB-AEG)
3690 Paramount Blvd., Suite 100
Lakewood, CA 90712

Telephone: (562) 627-5288
Fax: (562) 627-5281

AIRCRAFT:	REVISION NO. 49a	PAGE NO.
B727-100/200	DATE: 06/29/2017	I

TABLE OF CONTENTS

HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Boeing 727 Master Minimum Equipment List (MMEL) has been revised. The changes in this revision were made to increase flexibility and improve consistency. All changes are reflected in the Highlights of Change listed below and are indicated by revision bars. For any change affecting an ATA section, all pages in the associated ATA section are dated for the current revision.

PAGE NO.	EXPLANATION OF CHANGE
GLOBAL CHANGE	Updated entire MMEL to current template
ATA 21 AIR CONDITIONING	
-37	Sub item1) PL-31 R3 removed (if installed)
ATA 22 AUTOFLIGHT	
-01	Sub item 1) PL-93 R1
ATA 23 COMMUNICATIONS	
-03	Sub item 2) PL-106 R4
-08	Sub item 1) PL-117 R0
-12	Sub item 1) and 2) PL-120 R1
-13	Sub item 1) and 2) PL-58 R4
-17	PL-58 R4
-18	Sub item 1) b) and c) PL-9 R10
-20	Sub item 2) a) PL-9 R10
-21	Datalink System

AIRCRAFT: B727-100/200	REVISION NO. 49a DATE: 06/29/2017	PAGE NO. III

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 EQUIPMENT/ FURNISHINGS	
-02	PL-47 R2
-06	Sub item 2) PL-100 R2
-12	PL-116 R2
-13	Sub item 1) and 3) a) and b) PL-79 R7
-13	Sub item 4) a) and b) PL-79 R8
-21	Sub item 1) and 2) Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 74-08-09 R3
-22	Sub item 1), 2), and 3) PL-73 R5
-24	PL-104 R5
ATA 26 FIRE PROTECTION	
-15	Sub item 2) PL-24 R4
-17	Sub item 2) PL-24 R4
ATA 31 INDICATING/ RECORDING SYSTEMS	
-02	Sub item 1) PL-87 R5
ATA 33 LIGHTS	
-01	PL-77 R2
-03	Sub item 2) PL-123 R1

AIRCRAFT: B727-100/200	REVISION NO. 49a DATE: 06/29/2017	PAGE NO. IV

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
-24	Sub item 1) and 2 PL-76 R5
-27	Sub item 2) and 3) PL-35 R5
-29	All PL-54 R10
-41	Sub item 4) and 5) PL-32 R7
-58	Sub item 1), 3), and 5) PL-105 R1
ATA 35 OXYGEN	
-06	PL-43 R2
ATA 38 WATER/WASTE	
-02	Sub item 2) PL-83 R5
ATA 46 INFORMATION SYSTEMS	
-01	PL-45 R0
ATA 47 INERT GAS SYSTEM	
-01	PL-118 (archived)
ATA 52 DOORS	
-14	Operator requested relief

DEFINITIONS

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as well as, the current FAA MMEL Policy Letter PL-70, Definitions Required in MELs, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS – Publications – MMEL Policy Letters

PREAMBLE

For the Master Minimum Equipment List, Preamble addendum, as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS – Publications – MMEL Policy Letters

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Air Conditioning Packs					
	1) All Models Except 727-100 in Class "E" Cargo Configuration	**C**	**2**	**1**	(O) One may be inoperative provided altitude is limited to FL 250 or below.	
	2) All Models Except Class "E" Configurations	**C**	**2**	**0**	(M)(O) One or both may be inoperative for unpressurized flight.	
	3) 727-100 All Models in Class "E" Cargo Configuration	**C**	**2**	**1**	(O) Left pack may be inoperative provided: a) Right pack operates normally, and b) Altitude is limited to FL 250 or below.	
	4) 727-200 Air Cycle Machines (ACM)	**C**	**2**	**1**	(O) One may be inoperative provided: a) Bleed air to the associated pack is not turned on at TAT above +19 degrees C, b) Air is not supplied to an inoperative ACM, c) Associated pack is operated in MANUAL with mix valve operated from ⅜ full cold toward hot as required, and d) Ram air doors remain fully open during pack operation.	

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Sequence No.	Item	1	2	3	4	Change Bar
21-02	Pack Air Shutoff Valves					
	1) All Models Except 727-100 and 727-100QF Class “E” Cargo Configuration	**C**	**2**	**0**	(M) One or both may be inoperative closed provided associated pack is considered inoperative.	
	2) 727-100 All Models in Class “E” Cargo Configuration	**C**	**2**	**1**	(M)(O) Left system valve may be inoperative closed provided left pack is considered inoperative.	
	3) 727-200	**C**	**2**	**0**	(M)(O) One or both may be inoperative open and pack(s) may be used provided: a) Associated flow control and shutoff valve operates normally, and b) APU air is not used.	
21-03	Pack Air Flow Control Systems					
	1) 727-100 and 727-100QF Except Class “E” Cargo Configuration	**C**	**2**	**0**	(O) May be inoperative provided: a) Associated pack is considered inoperative, and b) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate.	
	2) 727-100 All Models in Class “E” Cargo Configuration	**C**	**2**	**1**	(O) Left system may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate, and b) Left pack is considered inoperative.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Pack Air Flow Control Systems (Cont'd)					
	3) 727-200	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided an associated pack is considered inoperative.	
		C	**2**	**0**	(M)(O) One or both may be inoperative provided: a) Associated pack may be utilized by using the override plunger on the flow control valve to open the valve, and b) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate.	
	4) 727-200F	**C**	**2**	**1**	(O) One may be inoperative provided: a) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate, b) Override plunger on flow control valve is not used, and c) Associated pack is considered inoperative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-04	Pack Trip System					
	1) All Models	**C**	**2**	**0**	(O) One or both warning light(s) may be inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.	
	2) 727-200	**C**	**2**	**1**	(O) One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges operate normally and associated pack is operated as follows: a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least ⅜ from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.	
21-05	Pack Cooling Fans					
	1) 727-100 Except Class “E” Cargo Configuration	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.	
	2) 727-100 All Models in Class “E” Cargo Configuration	**C**	**2**	**1**	(M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.	
	3) 727-200	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear and flaps retracted.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-05	Pack Cooling Fans (Cont'd)					
	4) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations	**C**	**2**	**1**	(M)(O) Either pack cooling fan may be inoperative provided: a) Associated pack is operated only in flight with landing gear and flaps retracted, and b) On airplanes with Smoke Control System, normal, abnormal, and emergency procedures are developed and used requiring the associated pack to be shut OFF before selecting the Smoke Control Switch ON.	
21-06	Cooling Fan Air Inlet Door Actuators					
	1) All Models Except Class "E" Cargo Configuration	**C**	**2**	**0**	(O) One or both may be inoperative CLOSED provided associated pack(s) are operated only in flight with flaps retracted.	
	2) 727-100 All Models in Class "E" Cargo Configuration	**C**	**2**	**1**	(O) Left door actuator may be inoperative CLOSED or partially CLOSED provided associated pack is considered inoperative.	
		C	**2**	**1**	(O) Left door actuator may be inoperative CLOSED or partially CLOSED provided associated pack is operated only in flight with the flaps retracted.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Cooling Fan Air Inlet Door Actuators (Cont'd)					
	3) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations	**C**	**2**	**1**	(O) Either door actuator may be inoperative CLOSED provided associated pack is considered inoperative.	
		C	**2**	**1**	(O) Either door actuator may be inoperative CLOSED provided: a) Associated pack is operated only in flight with flaps retracted, and b) On airplanes with Smoke Control System, normal, abnormal, and emergency procedures are developed and used requiring the associated pack to be shut OFF before selecting the Smoke Control Switch ON. NOTE: With an approved inlet cover, door is considered closed.	
	4) 727-100 and 727-100QF	**C**	**2**	**0**	(O) One or both may be inoperative OPEN.	
	5) 727-200 Except Class "E" Cargo Configuration	**C**	**2**	**0**	(O) One or both may be inoperative OPEN or PARTIALLY OPEN provided associated pack(s) is considered inoperative.	
	6) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations	**C**	**2**	**1**	Either may be inoperative OPEN or PARTIALLY OPEN provided associated pack is considered inoperative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-07	Pack Cooling Air Modulation System					
	1) Pack Cooling Doors Manual Control System	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided associated systems are secured fully open.	
		C	**2**	**0**	(O) One or both may be inoperative provided an Automatic control mode operates normally.	
		C	**2**	**1**	(M)(O) One may be inoperative other than fully open provided: a) Pack cooling door is deactivated, b) Pack is operated in MANUAL and in flight only with landing gear and flaps retracted, c) Pack startup is made with mix valve set at ⅓ from full cold or warmer, and d) Pack temperature is monitored continuously.	
		C	**2**	**1**	(M)(O) One may be inoperative other than fully open provided an Automatic control mode operates normally.	
	2) Pack Cooling Doors Automatic Control System	**C**	**2**	**0**	(O) One or both may be inoperative provided Manual control mode operates normally.	
		C	**2**	**0**	(M)(O) One or both may be inoperative provided associated system(s) are secured fully open.	
		C	**2**	**1**	(M)(O) One may be inoperative other than fully open provided Manual control mode operates normally.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-07	Pack Cooling Air Modulation System (Cont'd)					
	2) Pack Cooling Doors Automatic Control System (Cont'd)	**C**	**2**	**1**	(M)(O) One may be inoperative other than fully open provided: a) Pack cooling door is deactivated, b) Pack is operated in MANUAL and in flight only with landing gear and flaps retracted, c) Pack startup is made with mix valve set ⅓ from full cold or warmer, and d) Pack temperature is monitored continuously.	
21-08	Pack Cooling Door Position Indicators	**C**	**2**	**0**	(O) One or both may be inoperative provided associated pack trip warning system or pack temperature gauge operates normally.	
		C	**2**	**0**	(O) One or both may be inoperative provided associated pack cooling door(s) remain full open.	
21-09	Pack Cooling Air Modulation System Temperature Limit Switches	**C**	**2**	**0**	(O) One or both may be inoperative provided: a) Associated pack temperature indicator and pack trip warning system operate normally, and b) Manual operations of pack cooling doors are confirmed.	
		C	**2**	**0**	(O) One or both may be inoperative provided associated pack cooling door(s) remain fully open during pack operation.	
21-10	Pack Temperature Gauges	**C**	**2**	**0**	(O) One or both may be inoperative provided associated pack trip warning system operates normally.	
		C	**2**	**0**	(O) One or both may be inoperative provided associated pack cooling door(s) remain fully open during pack operation.	

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1. REPAIR CATEGORY
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-11	Air Mix Valves					
	1) All Models Except Class "E" Cargo Configuration(s)	**C**	**2**	**0**	(M) May be inoperative provided associated pack is considered inoperative and is not used.	
	2) 727-100C in Class "E" Cargo Configuration					
	a) Right Valve	**C**	**1**	**0**	(M) May be inoperative provided: a) Valve is deactivated in the full cold position, b) Right pack operates with the valve in the full cold position for smoke removal procedure, and c) Left pack operates normally.	
	b) Left Valve	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Right pack operates normally, and b) Left pack is considered inoperative and is not used.	
	3) 727-200F	**C**	**2**	**1**	Either Left or right valve may be inoperative provided associated pack is considered inoperative and is not used.	
21-12	Air Mix Valve Position Indicators	**C**	**2**	**0**		
21-13	Cabin Rate of Climb Indicator	**C**	**1**	**0**	May be inoperative provided all other instruments and functions of the pressurization system operate normally.	
		C	**1**	**0**	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-14	Cabin Altitude Warning System	**C**	**1**	**0**	May be inoperative provided flight remains at or below 10,000 feet MSL.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-15	Cabin Altitude Indicator	**C**	**1**	**0**	(O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided for the flightcrew to convert differential pressure to cabin altitude.	
		C	**1**	**0**	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-16	Cabin Pressure Control System					
	1) Pneumatic System					
	a) Automatic Mode	**C**	**1**	**0**	May be inoperative provided Manual Mode operates normally.	
	b) Manual Mode	**C**	**1**	**0**	May be inoperative provided Automatic Mode operates normally.	
	c) Automatic and Manual Modes	**C**	**2**	**0**	(M)(O) Both modes may be inoperative for unpressurized flight provided: a) Outflow valve remains open or is removed, and b) Extended overwater flight is prohibited.	
	2) Electric System					
	a) Automatic and/or Standby Modes	**C**	**2**	**0**	May be inoperative provided both Manual Modes, AC and DC, operate normally.	
	b) Automatic and Manual AC Modes	**A**	**2**	**0**	(O) May be inoperative provided: a) Standby and Manual DC Modes operate normally, b) Aircraft is operated at FL 250 or below, and c) Operations are limited to not more than 3 flight days before repair is made.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-16	Cabin Pressure Control System (Cont'd)					
	2) Electric System (Cont'd)					
	c) Standby and Manual DC Modes	**A**	**2**	**0**	(O) May be inoperative provided: a) Automatic and Manual AC Modes operate normally, b) Aircraft is operated at FL 250 or below, and c) Operations are limited to not more than 3 flight days before repair is made.	
	d) All Modes	**C**	**4**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.	
21-17	Ground Venturi Fan	**C**	**1**	**0**		
21-18	Outflow/Safety Valves					
	1) Pneumatic System	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided: a) Airplane is operated unpressurized with the inoperative valve(s) remaining open or removed, and b) Extended overwater flight is prohibited.	

(Continued)

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SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-18	Outflow/Safety Valves					
	2) Outflow Valve (Electric System)					
	a) AC Powered Actuator System	**A**	**1**	**0**	(M)(O) May be inoperative provided: a) DC Powered Actuator System operates normally, b) Inoperative AC System does not restrict DC System, c) Aircraft is operated at FL 250 or below, and d) Operations are limited to not more than 3 flight days before repair is made.	
	b) DC Powered Actuator System	**A**	**1**	**0**	(M)(O) May be inoperative provided: a) AC Powered Actuator System operates normally, b) Inoperative DC System does not restrict AC System, c) Aircraft is operated at FL 250 or below, and d) Operations are limited to not more than 3 flight days before repair is made.	
		C	**1**	**0**	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.	
	3) Safety Valves (With Electric Outflow Valves)	**C**	**2**	**1**	One may be inoperative closed for pressurized flight.	
		C	**2**	**0**	(M)(O) One or both may be inoperative for unpressurized flight provided: a) Outflow valve remains open, and b) Extended overwater flight is prohibited.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-19 ***	Ram Air Shutoff Valve					
	1) 727-100/-100C (Except Class "E" Cargo Configuration)	**C**	**1**	**0**	(M)(O) May be inoperative open for left pack operation only during either pressurized or unpressurized flight.	
	2) 727-100C (Class "E" Cargo Configuration)	**C**	**1**	**0**	(M) May be inoperative open provided right pack operates normally.	
	3) 727-200	**C**	**1**	**0**	(M)(O) May be inoperative open for unpressurized flight.	
		D	**1**	**0**	(M) May be inoperative closed.	
21-20	Passenger Cabin Temperature Control System					
	1) Automatic Mode	**C**	**1**	**0**	May be inoperative provided Manual Mode operates normally.	
	2) Manual Mode	**C**	**1**	**0**	May be inoperative provided Automatic Mode operates normally.	
	3) Automatic and Manual Modes					
	a) Except for 727-100C in Class "E" Cargo Configuration	**C**	**2**	**0**	(M)(O) Both modes may be inoperative provided right pack is considered inoperative.	
	b) 727-100C in Class "E" Cargo Configuration	**C**	**2**	**0**	(M) May be inoperative provided: a) Right Air Mix Valve is secured in the full cold position, b) Right pack operates with the valve in the full cold position for smoke removal procedure, and c) Left pack operates normally. NOTE: This item may be identified as Main Cabin Temperature Control System on all-cargo configurations.	

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1. REPAIR CATEGORY
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-21	Cabin Temperature Gauge	**C**	**1**	**0**		
21-22	Flight Deck Temperature Control System					
	1) Automatic Mode	**C**	**1**	**0**	May be inoperative provided Manual Mode operates normally.	
	2) Manual Mode	**C**	**1**	**0**	May be inoperative provided Automatic Mode operates normally.	
	3) Automatic and Manual Modes	**C**	**2**	**0**	(M)(O) Both modes may be inoperative provided left pack is considered inoperative.	
21-23	Forward Cargo Heat Outflow Valve	**C**	**1**	**0**	May be inoperative open for two pack operations only.	
		C	**1**	**0**	May be inoperative closed for all passenger operations only.	
21-24 ***	Gasper Fan	**D**	**1**	**0**		
21-25	Water Separator Anti-Icing Systems					
	1) Passenger Configurations	**C**	**2**	**1**	One may be inoperative provided the other pack operates normally.	
	2) Class “E” Cargo Configurations					
	a) 727-100 and 727-100QF	**C**	**2**	**1**	(O) Left system may be inoperative provided right pack operates normally.	
	b) 727-200	**C**	**2**	**1**	(O) Either left or right system may be inoperative provided the other pack operates normally.	
	3) All Models Except For Class “E” Cargo Configuration	**C**	**2**	**0**	(O) One or both may be inoperative provided associated pack(s) is considered inoperative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-26	Cabin Differential Pressure Gauge	**C**	**1**	**0**	(O) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to the crew to convert cabin altitude to differential pressure.	
		C	**1**	**0**	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-27 ***	Zone Control Protection System					
	1) 727-200 Passenger and Combi Configuration	**C**	**1**	**0**	(O) May be inoperative provided associated valves remain closed.	
	2) 727-200 Cargo Configuration from STC	**C**	**1**	**0**	(M)(O) May be inoperative provided associated valves are deactivated closed.	
		C	**1**	**0**	(M)(O) May be inoperative provided: a) Zone Control Indicating System operates normally, and b) Associated valves remain closed.	
21-28 ***	Zone Temperature Control Valves (727-200)	**C**	**2**	**0**	(M) One or both may be inoperative closed.	
		C	**2**	**0**	(M)(O) One or both may be inoperative fully or partially open provided a blocking plate is installed.	
		C	**2**	**0**	(M)(O) One or both may be inoperative fully or partially open provided right pack valve remains closed.	
21-29 ***	Zone Control Indicating System (727-200)	**D**	**1**	**0**		

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-30	Auto-Pack Trip System	**C**	**1**	**0**	(O) May be inoperative provided AFM performance data and procedures are followed.	
21-31	Auto-Pack Trip Armed Light	**C**	**1**	**0**	(O) May be inoperative provided AFM performance data and procedures are followed.	
21-32	Airflow Multiplier Bypass Valve	**C**	**1**	**0**		
21-33	Airflow Multiplier (727-200 Only)	**C**	**1**	**0**		
21-34	Ram Cooling Inlet Check Valves	**C**	**2**	**0**	(O) One or both may be inoperative open provided associated pack is operated only in flight with the landing gear retracted.	
21-35	Air Conditioning Ground Connection Check Valve					
	1) All Configurations	**D**	**1**	**0**	(M) May be inoperative closed for pressurized flight.	
	2) All Passenger Configurations Only	**C**	**1**	**0**	(O) May be inoperative open provided flight is conducted in an unpressurized configuration.	
21-36	Outflow Valve Position Indicator	**C**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-37	Equipment Cooling Fan (Or Flow Control Valve)					
	1) All Configurations Except Class "E" Cargo Configurations	**C**	**1**	**0**	(O) May be inoperative provided: a) Icing conditions do not exist below 1,000 feet AGL (proportional window heat only), b) Airplane is not equipped with draw-through NI-CAD battery case (solid battery cover), c) Ground use of radio equipment is limited to that necessary for checkout and clearance procedures, not to exceed 30 minutes, d) DME and Radio Altimeter circuit breakers remain open until not more than 5 minutes prior to takeoff, e) Both air conditioning packs operate normally and pressurization is normal, f) INS is not operated, g) NO. 2 forward panel blower fan operates normally, h) Tape reproducer and proportional window heat ONLY remain off until reaching 1,000 feet AGL, i) Cabin and flight deck temperature is maintained at or below 75 degrees F (24 degrees C), j) Airplane is not operated in all-cargo Class "E" configuration, k) When INS provides primary attitude information, dispatch is prohibited, and l) Defog system operates normally.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-37	Equipment Cooling Fan (Or Flow Control Valve) (Cont'd)					
	2) No Equipment/ No Rack Cooling Fan Light	**C**	**1**	**0**	(M) May be inoperative provided Equipment/Rack Cooling Fan operates normally.	
		C	**1**	**0**	May be inoperative provided Equipment/Rack Cooling Fan is considered inoperative. NOTE: Light will illuminate on the ground with an inoperative Rack Cooling Fan but will extinguish in flight.	
21-38	Main Cargo Smoke Control System (727-200F)	**C**	**1**	**0**	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
21-39	Supply Duct Temperature Gauge	**C**	**1**	**0**	May be inoperative provided both duct overheat warning systems operate normally.	
21-40	Duct Overheat Warning Systems	**C**	**2**	**0**	One or both may be inoperative provided the supply duct temperature gauge operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Autopilot System	**B**	**1**	**0**	(O) May be inoperative provided approach minimums or operations do not require its use. NOTE: Any mode which operates normally may be used.	
	1) Disengage Switches	**C**	**2**	**1**	One may be inoperative provided: a) No autopilot is used below 1,500 feet AGL, and b) Approach minimums do not require autopilot use.	|
	2) Heading Select Mode	**C**	**1**	**0**	May be inoperative provided manual mode and altitude hold operate normally.	
	3) Altitude Select Mode	**C**	**1**	**0**	May be inoperative provided altitude alert operates normally.	
	4) IAS Hold Mode	**C**	**1**	**0**		
	5) Mach Hold Mode	**C**	**1**	**0**		
	6) Aux Nav Mode	**C**	**1**	**0**		
	7) VOR/LOC Mode	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
	8) ILS Auto Glideslope Mode	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
	9) G/A Mode	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
	10) Land Mode	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
	11) Elevator Servo System					
	a) Mode A or B	**C**	**2**	**1**	(M) Either Mode A or B may be inoperative provided autopilot will engage when operative system A or B is selected.	
	b) Mode AB	**C**	**1**	**0**	May be inoperative provided autoland operations are not conducted.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-02 ***	Autopilot Pitch Monitor System	**D**	**1**	**0**		
22-03	DELETED				Deleted prior to Revision 27.	
22-04	Autopilot Disengaged Warning System					
	1) Lights	**C**	**2**	**1**		
		B	**2**	**0**	Both may be inoperative provided autopilot is not engaged.	
	2) Aural Warning	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
22-05	DELETED				Deleted prior to Revision 27.	
22-06	Yaw Dampers (Excluding 727-100 airplanes with configurations 65DT-78001-511, 65DT-78001-513 or 65DT-78001-515 of STC ST00488SE, and excluding 727-100 airplanes with STC SA5938NM)	**C**	**2**	**0**	One or both may be inoperative provided: a) AFM Limitations are complied with, and b) Switch associated with inoperative system remains OFF. NOTE: Autopilot is inoperative when both yaw dampers are inoperative or OFF.	
22-07	Yaw Damper Engage Lights or Warning Flags	**C**	**2**	**0**	(O) One or both may be inoperative provided: a) Proper motion of the rudder position indicators are verified before each departure, and b) AFM yaw damper inoperative limitations are observed.	
22-08	Yaw Damper Ground Test Circuit (727-200 Only)	**C**	**2**	**0**	(O) One or both may be inoperative provided proper motion of the rudder position indicators are verified before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-09 ***	Autothrottle Systems	**D**	**1**	**0**	May be inoperative provided approach procedures do not require its use.	
22-10 ***	A/P Approach Progress Display Panel					
	1) Flare Annunciations (Arm and Capture)	**C**	**2**	**0**	(O) Arm and Capture functions may be inoperative provided autoland is not used.	
	2) Glideslope Annunciations (Arm and Capture)	**C**	**2**	**0**	(O) Arm and Capture functions may be inoperative provided autopilot is not coupled to the Glide Slope (G/S) during approach.	
	3) VOR/LOC Annunciations (Arm and Capture)	**C**	**2**	**0**	(O) Arm and Capture functions may be inoperative provided autopilot is not used in the NAV/LOC Mode.	
	4) Nav Annunciations (ARM and Capture)	**C**	**2**	**0**	(O) Arm and Capture functions may be inoperative provided the autopilot is not used in the AUX NAV mode.	
	5) Altitude Hold Annunciations	**A**	**2**	**0**	May be inoperative provided: a) Altitude alert operates normally, and b) Operations are limited to not more than 3 flight days before repair is made.	
	6) ALT SELECT Annunciations	**C**	**2**	**0**	May be inoperative provided the ARM ENG annunciator of the ALT SEL switch on the autopilot control panel operates normally.	
	7) HDG Annunciations	**C**	**2**	**0**	May be inoperative provided the ENG annunciator of the HDG Select on the autopilot control panel operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-11 ***	Single Autopilot Interface Unit (AIU) (STC SA3093SO)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) AIU is deactivated, b) Autopilot is operated uncoupled from the AIU, and c) Operations do not require its use.	
	1) AIU Fail Annunciator	**C**	**2**	**1**	One may be inoperative provided autopilot is operated and engaged from the operating side.	
		C	**2**	**0**	Both may be inoperative provided AUI is considered inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Flight Deck Speaker System	**C**	**1**	**0**	May be inoperative provided procedures do not require its use.	
23-02	Passenger Address System					
	1) Passenger Configuration	**B**	**1**	**0**	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.	
		C	**1**	**0**	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
	a) Lavatory Speakers	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-02	Passenger Address System (Cont'd)					
	2) Cargo Configuration (Courier/ Supernumerary Address System)	**C**	**1**	**0**	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	**1**	**0**	May be inoperative provided procedures do not require its use.	
	a) Lavatory Speakers	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**1**	**0**	May be inoperative provided procedures do not require its use.	
***	3) Cockpit Volume Level Indicator	**C**	**-**	**0**		
***	4) Cockpit PA Monitor/Speaker Switch	**C**	**1**	**0**	May be inoperative in OFF (not selected) position.	
***	5) Cockpit PA In Use Light	**C**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-03	Communications System (VHF, HF, UHF)					
	1) Very High Frequency (VHF) Communication System	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
***	a) Frequency Transfer Light	**C**	**-**	**0**		
***	b) Frequency Transfer Switch	**C**	**-**	**0**		
	c) Frequency Selectors	**C**	**-**	**-**	One per each VHF Comm required by 14 CFR must operate normally.	
	d) Frequency Indicators	**C**	**-**	**-**	One per each VHF Comm required by 14 CFR must operate normally.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-03	Communications System (VHF, HF, UHF) (Cont'd)					
	2) High Frequency (HF) Communication System	**C**	**-**	**1**	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, STACOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available; if not available, prior coordination with the appropriate ATS (FIR) facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communication unless otherwise authorized by the appropriate ATS facilities.	
		D	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
	3) Ultra High Frequency (UHF) Communication System	**D**	**-**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-04	Flight Interphone System				Deleted, Revision 46. (Included in item 23-6.)	
23-05	Audio Selector Panels					
	1) Flight Deck Audio Selector Panels					
***	a) Receive/ Transmit Function of Receive/ Transmit and Intercom Switches	**C**	**-**	**0**	(M) May be inoperative provided: a) A separate push-to-talk (PTT) switch operates normally at affected crew station, and b) Affected switch is electrically failed open.	
***	b) Amplifiers (Panels Equipped with Dual Amplifiers)	**C**	**-**	**-**	One amplifier in each panel may be inoperative provided one amplifier operates normally at each required crew station.	
	c) Mixer Switches (ADF, HF, NAV, MKR, VOICE, RANGE)	**C**	**-**	**-**	(O) One switch on each audio panel may be inoperative provided: a) The flight interphone function operates normally, b) Alternate procedures for monitoring radios and identifying stations are established and used, and c) Associated function operates normally at other required crew stations.	
***	2) Other Than On Flight Deck	**D**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-06	Crewmember Interphone System 1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	**B**	**-**	**-**	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	
	b) Cabin to Cabin Function	**B**	**2**	**0**	(O) May be inoperative provided alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	
		B	**-**	**-**	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communication procedures between affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-06	Crewmember Interphone System (Cont'd) 1) Passenger Configuration (Cont'd) c) Flight Deck to Ground Function (Airplanes Operating Under 14 CFR Part 121)	**C**	**1**	**0**	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear service interphone jack operates normally.	
		C	**1**	**0**	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.	
		B	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
	d) Flight Deck to Ground Function (All Other Aircraft Operations)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-06	Crewmember Interphone System (Cont'd)					
	2) Cargo Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	**C**	**1**	**0**	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	**1**	**0**	May be inoperative provided procedures do not require its use.	
	b) Cabin to Cabin Function	**D**	**1**	**0**		
	c) Flight Deck to Ground Function (Airplanes Operating Under 14 CFR Part 121)	**C**	**1**	**0**	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear service interphone jack operates normally.	
		C	**1**	**0**	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear flight interphone jack operates normally.	
		B	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
	d) Flight Deck to Ground Function (All Other Aircraft Operations)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-07	DELETED				Deleted prior to Revision 27.	
23-08 ***	Selective Call System (SELCAL)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|
	1) Channels	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|
23-09	DELETED				Deleted, Revision 29.	
23-10	Cockpit Voice Recorder System (CVR)	**A**	**1**	**0**	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
23-11 ***	ARINC Communications Addressing and Reporting System (ACARS)	**D**	**1**	**0**		
***	2) ACARS Printer	**D**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-12	Emergency Locator Transmitter (ELT)					
***	1) Survival Type ELTs	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing.	|
***	2) Fixed ELTs	**A**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	|
		A	**-**	**0**	May be missing provided repairs are made within 90 days.	|
		D	**-**	**-**	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	|
		D	**-**	**0**	Any in excess of those required by 14 CFR may be missing.	|
23-13	Flight Deck Headsets Earphones/Headphones and Boom Microphones (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					|
	1) Headset Boom Microphones	**A**	**-**	**0**	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	|
		D	**-**	**-**	Any in excess of those required by regulation may be inoperative.	|
	2) Headset Earphones/ Headphones	**C**	**-**	**1**	May be inoperative provided associated flight deck speaker operates normally.	|
		D	**-**	**-**	Any in excess of those required by regulation may be inoperative.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-13	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd) (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	**D**	**-**	**-**	Any in excess of those required by regulation may be inoperative.	|
	1) Headset Boom Microphones	**A**	**-**	**0**	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	|
		D	**-**	**0**	Any in excess of those required by regulation may be inoperative.	|
	2) Headset Earphones/ Headphones	**C**	**-**	**1**	May be inoperative provided associated flight deck speaker operates normally.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-14 ***	Prerecorded Passenger Announcement System	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
23-15 ***	Cockpit Speaker Audio Integrating System (Add On System)	**C**	**2**	**0**	(M) May be inoperative provided: a) Associated speaker isolation amplifier operates normally, b) Associated headset(s) receive all normal selections, and c) Associated headset operates normally and is worn during all operations.	
23-16	Control Wheel Push-to-Talk (PTT) Switches	**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Alternate PTT switch is installed and operates in normal communications and with oxygen mask, b) Alternate procedures are established and used, and c) Affected switch is either verified failed open or is deactivated.	
23-17	Flight Deck Hand Microphones	**C**	**-**	**0**	May be inoperative provided associated boom microphone operates normally.	|
		D	**-**	**0**	Any in excess of those required by regulation may be inoperative.	|
***	1) Dual Tone Multi-Frequency (DTMF) Telephone Dialing Feature	**D**	**-**	**0**	(O) May be inoperative provided: a) Voice Mode operates normally, and b) Alternate procedures are established and used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-18	Alerting Systems (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	**B**	**1**	**0**	May be inoperative provided the flight deck audio alerting system operates normally. NOTE: The flight deck audio alerting must always be operative.	
b)	Flight Attendant Visual Alerting System	**B**	**1**	**0**	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function that operates normally may be used.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-18	Alerting Systems (Audio/Visual) (Cont'd)					
	1) Passenger Configuration (Cont'd)					
	a) Flight Attendant Audio Alerting System	**B**	**-**	**0**	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function that operates normally may be used.	
	2) Cargo Configuration					
	a) Flight Deck Call Visual Alerting System	**B**	**1**	**0**	May be inoperative provided the flight deck audio alerting system operates normally.	
	b) Flight Deck Call System	**D**	**1**	**0**	May be inoperative provided courier/supernumerary compartment remains unoccupied.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-18	Alerting Systems (Audio/Visual) (Cont'd) 2) Cargo Configuration (Cont'd) c) Courier/ Supernumerary Visual Alerting System	**B**	**1**	**0**	May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	**1**	**0**	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function that operates normally may be used.	
	d) Courier/ Supernumerary Audio Alerting System	**B**	**1**	**0**	May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function that operates normally may be used.	
23-19 ***	Satellite Communication (SATCOM) System	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations or procedures do not require its use.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-20	Handset Systems					
	1) Passenger Configuration					
	a) Flight Deck	**C**	**-**	**0**	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	
	b) Cabin	**B**	**-**	**-**	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset function(s) that operate normally may be used.	
	2) Cargo Configuration					
	a) Flight Deck	**C**	**-**	**0**	May be inoperative provided flight deck to courier/supernumerary communication operates normally.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	
	b) Courier Supernumerary	**D**	**-**	**1**		
		D	**-**	**0**	May be inoperative provided courier/supernumerary compartment remains unoccupied.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-21	Datalink System	**C**	**1**		(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Datalink system is required for ADS-C and/or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	|
		D	**1**	**0**	May be inoperative provided routine procedures do not require its use. NOTE1: Datalink system is required for ADS-C and/or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Generators and Constant Speed Drive Units	**B**	**3**	**2**	(M)(O) One generator or CSD may be inoperative provided: a) Electrical loads are monitored, b) Two generators operate normally, c) All TRs operate normally, and d) One air conditioning pack fan is deactivated.	
24-02	CSD Low Pressure Lights	**C**	**3**	**0**	Any or all may be inoperative provided the associated generator functions and indicators operate normally.	
24-03	CSD Oil Temperature Gauges	**C**	**3**	**0**	Any or all may be inoperative provided the associated KW/KVAR meter and generator drive low pressure lights operate normally.	
24-04	Automatic Generator Paralleling System	**C**	**1**	**0**	(O) May be inoperative provided manual paralleling procedures are followed.	
24-05	Generator Synchronization Lights	**C**	**2**	**0**	One or both may be inoperative provided auto-paralleling operates normally for parallel generator operation.	
24-06	Transformer Rectifiers	**B**	**3**	**2**	No.1 or No.2 TR may be inoperative provided all generators, DC busses, and essential TR operate normally.	
24-07	DELETED					
24-08	AC Voltmeter					
	1) Residual Voltage Function	**C**	**1**	**0**		
24-09	DELETED					
24-10	DELETED					
24-11	DELETED					

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-12	Generator System Annunciator Panel	**C**	**1**	**0**		
24-13	DELETED					
24-14	External Power System	**C**	**1**	**0**		
24-15	KW/KVAR Meters					
	1) KW Meters	**C**	**3**	**2**	One KW meter may be inoperative provided: a) Associated CSD oil temperature gauge operates normally, and b) All generators operate normally.	
		C	**3**	**2**	One KW meter may be inoperative for an associated inoperative generator.	
	2) KVAR Meters	**C**	**3**	**0**		
24-16 ***	Constant Speed Drive Ejector Valves	**C**	**-**	**-**	(M)(O) One may be inoperative open provided: a) All limit EPRS on associated engine are reduced by .03, and b) Performance limited gross weight is reduced by: • Takeoff and landing – 2,500 lbs. (1,134 kg.). • En route climb (one or two engines inoperative) – 4,800 lbs. (2,177 kg.).	
24-17	Essential Power Generator Selector Position	**C**	**3**	**2**	(M)(O) One generator position may be inoperative provided: a) Essential power can be provided through the two remaining generator positions, b) Remaining generator channels operate normally, c) All AC busses are paralleled, and d) Three-phase circuit breaker for the inoperative position is opened and secured, as prescribed by the operator's appropriate procedures.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-18	Automatic Standby Bus Transfer System (Auto Standby Switching)					
	1) Automatic Transfer Function	**B**	**1**	**0**	(M) May be inoperative provided: a) Normal, abnormal, and emergency procedures are established and used for manual transfer, and b) Manual transfer operates normally and is verified once each flight day.	
***	2) Ground Test Function	**C**	**1**	**0**	(O) May be inoperative provided system integrity is verified once each flight day.	
24-19	Master Warning Light (WARN) (Pilot Center Panel)	**C**	**1**	**0**	May be inoperative provided the essential power failure light on the F/E panel operates normally.	
24-20 ***	Standby Battery System (STC SA8821SW)					
	1) Batteries	**C**	**2**	**1**	(M)(O) One may be inoperative provided: a) Parallel operation is deselected, and b) Operating battery is selected.	
	2) Test Annunciator	**C**	**1**	**0**	(O) May be inoperative provided all indicators in the select switches are verified to be functioning normally prior to each departure.	
	3) Parallel Feature	**C**	**1**	**0**		
	4) Battery Chargers	**C**	**2**	**1**	One may be inoperative provided battery on the inoperative charger is considered inoperative and is not used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-01	DELETED				Deleted prior to Revision 33.	
25-02	Megaphones	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	|
25-03	Rear Entrance Door Strap	**C**	**1**	**0**	May be inoperative provided a passenger announcement is made to stay clear until the door is opened. NOTE 1: Not required for -200 series or -100 series airplanes with two type I rear exits. NOTE 2: Not required for all-cargo operations.	
25-04	Crewmember Shoulder Harness (Flight Deck)				Deleted, Revision 35.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-05	Flight Attendant Seat Assembly (Single or Dual Position)					
	1) Required Flight Attendant Seats	**B**	**-**	**-**	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) If the ventral door attendant's seat (727-100 without two TYPE I exits only) is inoperative, the aft entry restraint aisle strap will not be used, and a passenger announcement will be made to stay clear until the door is opened. NOTE 1: An automatic folding seat that will not stow is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-05	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
	1) Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
	2) Excess Flight Attendant Seats	**C**	**-**	**-**	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
	3) All-Cargo Configuration	**D**	**-**	**-**	May be inoperative provided affected seat or seat assembly is not occupied.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-06	Pallet Locks/Cargo Restraint Systems					
	1) Passenger Pallet Locks	**C**	**-**	**-**	A maximum of one per pallet may be inoperative provided: a) Three seats in the group associated with that lock are blocked by folding and securing the backrests in a forward position, and b) If more than one lock is inoperative open, the pallet must be removed.	
	2) Cargo Restraint Systems	**A**	**-**	**-**	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	|
		C	**-**	**-**	May be inoperative or missing provided cargo compartment remains empty.	
25-07	Passenger Cabin Window Shades	**D**	**-**	**0**	May be inoperative in a compartment used for cargo provided AFM Limitations are observed. NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.	
25-08	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	**C**	**-**	**-**	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-09	Flight Attendant Flashlight Holders/Flashlights					
	1) Passenger and Mixed Configurations	**C**	**-**	**-**	May be inoperative or missing provided the crewmember assigned to the associated position has a normally operating flashlight of equivalent lighting characteristics readily available.	
***	2) Cargo Configuration	**D**	**-**	**0**		
25-10	AFT Airstair Access Panels				Deleted, Revision 39.	
25-11 ***	Flightcrew Power Seat Adjustment System	**D**	**-**	**0**	May be inoperative provided manual seat adjustment system operates normally.	
25-12	Non-Essential Equipment and Furnishings (NEF)		**-**	**0**	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not NEF items.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-13	Passenger Seat(s)	**D**	**-**	**-**	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	|
	1) Recline Mechanism	**D**	**-**	**-**	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	|
		D	**-**	**-**	May be inoperative and seat occupied provided seat back is immovable in full upright position.	|
	2) Underseat Baggage Restraining Bars	**C**	**-**	**-**	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-13	Passenger Seat(s) (Cont'd)					
	3) Armrest					
	a) Armrest With Recline Mechanism	**D**	**-**	**-**	(M)(O) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	|
	b) Armrest Without Recline Mechanism	**D**	**-**	**-**	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	|
	4) Seat Belt Air Bag Restraint System					|
	a) Seat Belt Air Bags Required by 14 CFR	**D**	**-**	**-**	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	|
	b) Seat Belt Air Bags Not Required by 14 CFR	**D**	**-**	**-**	May be inoperative or disconnected provided seat belt operates normally.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-14	Observer Seat(s)					
	1) Primary Observer Seat (Including Associated Equipment)	**A**	**-**	**-**	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	
		A	**-**	**-**	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	
		A	**-**	**-**	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-14	Observer Seat(s) (Cont'd)					
***	2) Additional Observer Seat(s) (Including Associated Equipment)	**D**	**-**	**0**	NOTE: The pilot-in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
25-15	Flight Attendant Call System				Deleted, Revision 38. (Included in item 25-12.)	
25-16	Lower Cargo Door Barrier Curtain	**C**	**-**	**0**	May be inoperative or may be dysfunctional and not perform its intended function provided interior netting system is utilized to keep cargo free of cargo door. See NOTE below.	
		C	**-**	**0**	May be inoperative or may be dysfunctional and not perform its intended function provided "pod" cargo containers are utilized to keep cargo free of cargo door. See NOTE below.	
		C	**-**	**0**	May be inoperative or dysfunctional and not perform its intended function provided cargo compartment remains empty. NOTE: Lower Cargo Door Barrier Curtain may have two torn non-contiguous ribs and/or be missing two non-contiguous support clips and still be considered to provide its intended function.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-17 ***	Interior Cargo Hold Nets and Net Support Fittings	**C**	**-**	**0**	All may be inoperative or missing provided Lower Cargo Door Barrier Curtain is functional and operates normally.	
		C	**-**	**0**	All may be inoperative or missing provided "pod" cargo containers are utilized to keep cargo free of cargo door.	
		C	**-**	**0**	All may be inoperative or missing provided cargo compartment remains empty.	
25-18 ***	Onboard Cargo Container System	**C**	**1**	**0**	(M) May be inoperative provided the system is deactivated and secured.	
25-19	Flotation Equipment (Crew and Passenger)	**C**	**-**	**-**	Any in excess of that required by 14 CFR may be inoperative or missing.	
25-20	Flightcrew Seats					
	1) Armrests	**B**	**6**	**0**	(M) May be inoperative in the up position or removed provided seat is acceptable to the affected crewmember.	
	2) Lumbar/Thigh Supports Adjustments	**C**	**-**	**0**	May be inoperative provided seat is acceptable to the affected crewmember.	
	3) Recline System	**A**	**-**	**0**	May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within three landings.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-21	Exterior Lavatory Door Ashtrays					
	1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	**A**	**-**	**-**	Up to and including 50% may be inoperative or missing provided repairs are made within 10 calendar-days.	|
		A	**-**	**0**	More than 50% may be inoperative or missing provided repairs are made within 3 calendar-days. NOTE: Both crew and passenger lavatories are included in the total aircraft lavatory count.	|
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	**A**	**1**	**0**	May be inoperative or missing provided repairs are made within 10 calendar-days.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-22	Emergency Medical Equipment					
	1) Emergency Medical Kit (EMK) and/or Associated Equipment	**A**	**-**	**0**	(O) May be inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	|
		D	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	2) First Aid Kit (FAK) and/or Associated Equipment	**A**	**-**	**-**	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	|
		D	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	3) Automatic External Defibrillator (AED) and/or Associated Equipment	**A**	**-**	**0**	(O) May be incomplete, missing, or inoperative provided: a) AED is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	|
		D	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-23	Galley Waste Receptacles Access Doors/Covers	**C**	**-**	**-**	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
25-24	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Limited Relief for 14 CFR Part 382 Items)	**C**	**-**	**-**	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the CLOSED position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in the affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead storage compartment is considered inoperative.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-24	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Cont'd) (Limited Relief for 14 CFR Part 382 Items)	**C**	**-**	**-**	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-01	Engine Fire Extinguisher Discharge Lights	**C**	**2**	**0**		
26-02	Engine Fire Extinguisher Thermal/Discharge Discs	**C**	**3**	**0**	(M) May be missing provided gauge readings or other acceptable procedures are used to verify adequate charge.	
26-03	DELETED					
26-04	DELETED					
26-05	Engine Fire Detection Test System	**C**	**1**	**0**	(M) Flight deck test feature may be inoperative provided an alternate procedure is established to assure integrity of the system before first flight of the day.	
26-06	Engine Overheat and Fire Detection System (Kidde System)	**C**	**6**	**3**	One complete system (A or B) on each engine may be inoperative.	
26-07	Portable Fire Extinguishers	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-08	Wheel Well Fire Detection System	**C**	**1**	**0**	(O) May be inoperative provided: a) Brakes are inspected and are cool to the touch immediately before starting engines, and b) After takeoff, landing gear remains extended for 10 minutes to avoid the possibility to retracting a wheel overheated by a dragging brake. NOTE 1: Performance is the prime consideration. When an engine fails at V_1 or later, landing gear should be retracted until performance penalties associated with gear extended are not a problem. NOTE 2: Pilots should consider the effects associated with delayed raising or lowering of the landing gear during winter operations from contaminated runways.	
26-09	Fire Warning Ground Fault Detector Systems	**C**	**3**	**0**		
26-10	Overheat Detection System (Strut and Body)					
	1) Lower Aft Body System	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) No bleed air is used the airplane, and b) Both packs are considered inoperative.	
	2) Flight Deck Test Feature	**C**	**1**	**0**	(M) May be inoperative provided system integrity is verified by an approved alternate procedure once each flight day.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-11	APU Fire Protection/Detection System	**C**	**1**	**0**	(M)(O) May be inoperative and APU used provided: a) APU is used for starting of one engine only, and b) A fire guard is stationed on the ground adjacent to the APU at all times while it is operating and for at least 5 minutes following APU shutdown.	
		C	**1**	**0**	May be inoperative provided APU is not used.	
	1) APU Test Feature	**C**	**1**	**0**	(M) May be inoperative provided an approved procedure is established to verify integrity of the system.	
	2) External Warning Horn and/or Warning Light	**C**	**1**	**0**	May be inoperative provided, during the entire period of APU operation, the system is monitored at the flight deck APU control panel.	
26-12	APU Fire Exitinguisher Discharge Disc	**C**	**1**	**0**	(M)(O) May be missing provided gauge reading is used to verify adequate charge.	
		C	**1**	**0**	(M)(O) May be missing provided HTL type bottle is installed and integrity is verified by weighing the bottle once each flight day.	
		C	**1**	**0**	(M)(O) May be missing provided APU Fire Protection/Detection System is considered Inoperative.	
		C	**1**	**0**	May be missing provided APU is not operated.	
26-13	Engine Fire Detector Inoperative Lights	**C**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-14	Main Deck Cargo Compartment Smoke Detection System (Including STC SA1798SO)	**C**	**-**	**0**	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits. NOTE 1: Class E cargo compartments require only the installation of smoke or fire detection systems, not suppression. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	1) Passenger and Combi Configurations	**C**	**1**	**1**	Those lamps corresponding to pickup points in the passenger compartment may be inoperative.	
	2) 727-200F					
	a) Amplifier A	**C**	**1**	**0**	May be inoperative provided Amplifier B operates normally.	
	b) Amplifier B	**C**	**1**	**0**	May be inoperative provided Amplifier A operates normally.	
	3) 727-100 (STC # SA189650 Conversion)	**C**	**1**	**0**	May be inoperative provided restrictions in AFM Supplement are observed.	
	4) Fault(s) Indicated by Illumination of the “MX” Indicator (STC ST3123SE-T and ST1600SE-T)	**B**	**-**	**-**	Dispatch with the “MX” indicator illuminated is permitted provided the green “SYS OK” indicator remains illuminated. NOTE: This is a fault tolerant system, and the unit will continue to perform its intended function as long as the green “SYS OK” indicator remains illuminated.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-15	Lavatory Fire Extinguisher Systems					
	1) Passenger Configuration	**C**	**-**	**-**	For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated lavatory Smoke Detection System operates normally.	
		C	**-**	**-**	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERTIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
	2) Cargo Configuration	**D**	**-**	**0**		|
26-16	Master Fire Warning Bell Cutout Switches	**C**	**-**	**1**	(O) When multiple switches are installed, may be inoperative provided: a) One operates normally at a pilot station, and b) All other components of the fire warning system, both visual and aural, operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-17	Lavatory Smoke Detection Systems					
	1) Passenger Configuration	**C**	**-**	**-**	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
	2) Cargo Configuration	**D**	**-**	**0**		|
26-18 ***	Passenger Compartment Smoke Detection System (Add On System)					
	1) Pick Points					
	a) Smoke Detectors	**C**	**-**	**-**	Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative.	
	b) Flame Detectors	**C**	**-**	**-**		
	2) Smoke Test System	**C**	**1**	**0**	May be inoperative provided flame (heat) test system operates normally.	
	3) Flame (Heat) Test System	**C**	**1**	**0**	May be inoperative provided smoke test system operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System	**C**	**-**	**0**	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits. NOTE 1: Class E cargo compartments require only the installation of smoke or fire detection systems, not suppression. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	1) Fault(s) Indicated by Illumination of the "MX" Indicator (STC ST00399LA-D, ST00765LA-D, and ST00991LA-D Only)	**B**	**-**	**-**	Dispatch with the "MX" indicator illuminated is permitted provided the green "SYS OK" indicator remains illuminated. NOTE: This is a fault tolerant system, and the unit will continue to perform its intended function as long as the green "SYS OK" indicator remains illuminated.	
	a) Display of FWD INOP and/or AFT INOP Messages	**B**	**-**	**-**	(O) May be displayed provided: a) The green "SYS OK" indicator remains illuminated, and b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)					
	1) Fault(s) Indicated by Illumination of the "MX" Indicator (STC ST00399LA-D, ST00765LA-D, and ST00991LA-D Only) (Cont'd)					
	b) Smoke Detectors	**C**	**-**	**-**	(O) One smoke detector may be inoperative in each compartment provided the "SYS OK" indicator on the CDU remains illuminated. NOTE: The "MX" indicator on the CDU will remain illuminated.	
	2) Smoke Detection Channels (STC ST00387LA-D and ST01285LA)	**C**	**4**	**2**	(O) One channel for each cargo compartment may be inoperative provided the operative channel in the associated compartment is selected and verified to operate normally prior to each departure.	
	a) Control panel ALARMS OFF Switch	**C**	**1**	**0**	(M)(O) May be inoperative provided the master Fire Warning Bell cutout switch silences the Cargo Bay Fire Protection Fire Warning Bell.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)					
	3) Smoke Detection Loops (STC ST01742AT and ST02144AT)	**C**	**4**	**2**	(O) One loop (A or B) in each compartment may be inoperative provided the opposite loop is checked to operate normally.	
	a) DET Lights	**C**	**4**	**2**	(O) One light in each compartment may be inoperative provided the opposite loop in the associated compartment is checked to operate normally before each departure.	
	b) FAIL Lights	**C**	**4**	**2**	(O) One light in each compartment may be inoperative provided the remaining loop in the associated compartment is checked to operate normally before each departure.	
	c) Fault Panel (E & E Compartment)	**D**	**1**	**0**		
	d) Smoke Detectors					
	1) Single Optical (Single Chamber) Detectors	**C**	**-**	**-**	(O) One detector in each detector enclosure may be inoperative provided the remaining detector enclosure is verified to operate normally before each departure.	
	2) Dual Sensor (Dual Chamber) Detectors	**C**	**-**	**-**	(O) One chamber may be inoperative provided the remaining chamber is verified to operate normally before each departure.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)					
	4) "FAULT" Light On Cargo Fire Flight Deck Unit (CFFU) (STC ST00089BO)	**C**	**1**	**0**	(M) May be inoperative provided: a) All other CFFU annunciators illuminate during test, and b) Cargo Fire Maintenance Unit (CFMU) self-test is performed prior to each departure.	
	a) Smoke Detectors	**C**	**12**	**6**	(M) May be inoperative provided defective smoke detectors are not in the same zone.	
	b) Glareshield "CARGO FIRE" Annunciator	**C**	**1**	**0**	(M)(O) May be inoperative provided all CFFU annunciators are operative.	
	5) Smoke Detection Loops (STC ST01979AT)	**C**	**4**	**2**	(O) One loop for each cargo compartment may be inoperative provided the remaining loop in the associated compartment is verified to operate normally prior to each departure.	
26-20 ***	Lower Cargo Compartment Fire Suppression System				Deleted, Revision 42. Combined with item 19.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-01	DELETED					
27-02	Stabilizer Main Electric Trim Operating Light	**C**	**1**	**0**		
27-03	Trailing Edge Flap Position Indicating Systems (Outboard)				Deleted, Revision 38.	
27-04	DELETED					
27-05	DELETED					
27-06	Leading Edge Device Position Light System	**C**	**2**	**1**	(O) F/E annunciator panel lights may be inoperative provided forward instrument panel LED position indicator lights operate normally.	
		C	**2**	**1**	(O) Forward instrument panel LED position indicator lights may be inoperative provided the F/E annunciator lights are used to confirm proper LED position after each movement of the flap handle to position UP, 2 degrees, and 5 degrees as follows: 1) Flaps UP - ALL LEDs UP. 2) Flaps 2 degrees - Nos. 2, 3, 6, and 7. 3) Flaps 5 degrees - ALL Extended.	
27-07	DELETED					

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-08	Rudder Position Indicators	**C**	**2**	**0**	(M)(O) One or both may be inoperative provided: a) Rudder is visually checked for proper movement before each departure, b) AFM yaw damper limitations are observed, and c) Associated power control unit low pressure lights operate normally.	
		C	**2**	**0**	(M)(O) One or both may be inoperative provided: a) Rudder is visually checked for proper movement before each departure, b) Associated power control unit low pressure lights operate normally, and c) Associated yaw damper is verified to operate normally prior to each departure using the test function.	
27-09	DELETED					
27-10	Elevator Position Indicators	**C**	**2**	**1**	One may be inoperative provided remaining indicator operates normally.	
		C	**2**	**0**	(M) Both may be inoperative provided elevator is visually checked for proper movement once each flight day.	
27-11	DELETED					
27-12	DELETED					
27-13	DELETED					
27-14	DELETED					
27-15	DELETED					

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-16	PCU Low Pressure Lights (A and B Systems)	**C**	**6**	**3**	One light on each control may be inoperative provided all other flight deck hydraulic pressure and quantity gauges, and warning lights operate normally.	
27-17	Stabilizer Cruise Trim System					
	1) 727-100, 727-100QF	**C**	**1**	**0**		
	2) 727-200	**C**	**1**	**0**	(O) May be inoperative provided: a) Altitude is limited to 15,000 feet MSL or less, b) Airspeed is limited to 250 KIAS or less, c) Aft CG is limited to 32% MAC, and d) Pilot's panel is placarded to indicate airspeed and altitude limitations. NOTE: Autopilot pitch axis will be inoperative on all models.	
27-18	Stall Warning Systems	**C**	**-**	**1**	(M)(O) Systems in excess of one may be inoperative provided remaining system is verified to operate normally before each departure.	
	1) Vane Heater/Power Failure Light	**C**	**1**	**0**	May be inoperative provided: a) Stall warning system operates normally, and b) Airplane is not operated in known or forecast icing conditions.	
	2) Test Indicator Rotating Card	**C**	**-**	**0**	(O) May be inoperative provided stall warning system operates normally.	
27-19	DELETED					
27-20	Stabilizer Actuated Elevator Trim (Neutral Shift)	**C**	**1**	**0**	May be inoperative provided autopilot is not used below 1,500 feet AGL during approach and landing.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-21 ***	Auto Spoiler System	**D**	**1**	**0**	(M)(O) May be inoperative provided: a) System is electrically deactivated, and b) AFM performance decrements are observed.	
27-22	Rudder Load Limiter System (Lower Rudder)	**C**	**1**	**0**	(M)(O) Low pressure mode (800 psi) may be inoperative provided: a) Rudder load limiter circuit breaker is pulled and collared, b) Altitude is limited to 10,000 feet MSL or below, and c) Airspeed does not exceed 240 KIAS.	
		C	**1**	**0**	Low pressure mode (800 psi) may be inoperative provided: a) System "A" (lower rudder) switch is turned off after flaps have been retracted and on before flaps are extended, and b) AFM yaw damper inoperative speed and altitude limitations are complied with. NOTE: Failure to restore power to the lower rudder before approach may reduce crosswind landing capability.	
27-23	Control Wheel Trim Switches	**C**	**2**	**1**	Copilot's may be inoperative provided stabilizer trim system (including pilot's control wheel switch and cruise trim switch) operates normally.	
27-24	Flap Load Relief System	**C**	**1**	**0**	(O) May be inoperative provided flaps 40 setting is not used above landing weight of 142,500 lbs. (64,637 kg).	
27-25 ***	Stabilizer Main Trim Heater System (Add On System)	**C**	**1**	**0**	(M) May be inoperative provided system is deactivated and secured.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Pressure Fueling System	**C**	**1**	**0**	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.	
	1) Volumetric Top Off (VTO Units)	**A**	**3**	**0**	(M) May be inoperative provided: a) An alternate means to determine fuel quantity during the fueling process is used, and b) Operations are limited to not more than 3 flight days before repair is made.	
		C	**3**	**0**	May be inoperative provided associated fuel quantity gauge on refueling panel operates normally and is monitored during refueling.	
		C	**3**	**0**	May be inoperative provided: a) Associated fuel quantity gauge on flight engineer's panel operates normally, b) Communications procedures are established between the flight deck and the person refueling, and c) Fuel quantity is monitored from the flight deck during refueling.	
28-02	Refueling Control Panel Quantity Gauges	**C**	**-**	**0**	(M) Any or all may be inoperative provided an acceptable alternate procedure is used to verify fuel quantity during fueling.	
28-03	Manually Operated Defueling Valve	**C**	**1**	**0**	(M) May be inoperative provided it remains closed.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-04	Fuel Boost Pumps (Tanks 1, 2, and 3)					
	1) All Models Except 727-100QF	**C**	**8**	**-**	(O) May be inoperative provided AFM Limitations are observed.	
	2) 727-100QF	**A**	**8**	**-**	(M)(O) May be inoperative provided: a) AFM Limitations are observed, b) Continuous ignition is verified to operate normally once each flight day, and c) Operations are limited to not more than 3 flight days before repair is made.	
28-05	DELETED					
28-06	Fuel Boost Pump Low Pressure Warning Lights	**B**	**-**	**-**	(M)(O) One may be inoperative provided: a) All pumps in associated tank operate normally, and b) During takeoff, initial climb, and landing, the tank with the inoperative warning light is manifolded to another tank where all boost pumps operate normally.	
		C	**-**	**-**	May be inoperative provided associated pump is inoperative.	
28-07	Fuel Crossfeed Manifold Valves	**C**	**3**	**2**	(M)(O) One may be inoperative provided the valve is secured open.	
28-08	Fuel Valve In-Transit Lights					
	1) Manifold Valve Lights	**C**	**3**	**2**	(M)(O) One may be inoperative provided associated valve is verified to operate normally before each departure.	
		C	**3**	**2**	(M)(O) One may be inoperative provided associated valve is locked open.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-08	Fuel Valve In-Transit Lights (Cont'd)					
	2) Fuel Shutoff Valve Lights	**C**	**3**	**2**	(M) One may be inoperative provided proper valve operation is verified by use of the fire switch, start lever, or flight engineer panel switch prior to each takeoff.	
	3) Fuel Dump Valve Lights					
	a) 727-100/JT8D-1	**C**	**4**	**0**	(O) May be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
		C	**4**	**0**	(M) May be inoperative provided operations of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.	
	b) All Other 727 Models	**C**	**4**	**0**	(O) May be inoperative provided: a) Takeoff gross weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 727-100QF, or 2,200 lbs. (998 kg) for the 727-200, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
		C	**4**	**0**	(M) May be inoperative provided operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-08	Fuel Valve In-Transit Lights (Cont'd)					
	4) Fuel Dump Nozzle Valve Lights					
	a) 727-100/JT8D-1	**C**	**2**	**0**	(O) Both may be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
		C	**2**	**0**	(M) Both may be inoperative provided operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.	
	b) All Other 727 Models	**C**	**2**	**0**	(O) Both may be inoperative provided: a) Takeoff weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 727-100QF, or 2,200 lbs. (998 kg) for the 727-200, and b) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
		C	**2**	**0**	(M) Both may be inoperative provided operation of the nozzle valve and fuel transfer capability through the fuel dump system is verified once each flight day.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-09	Fuel Dump System					
	1) 727-100/JT8D-1	**C**	**1**	**0**	May be inoperative provided: a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight, b) All jettison valves remain closed, and c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
	2) All Other 727 Models	**C**	**1**	**0**	May be inoperative provided: a) Takeoff gross weight does not exceed maximum landing weight climb limit plus 1,850 lbs. (839 kg) for the 727-100 and 727-100QF, or 2,200 lbs. (998 kg) for the 727-200, b) All jettison valves remain closed, and c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.	
28-10 ***	Fuel Quantity Totalizer	**D**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges					
	1) Main Tanks (With Associated Refueling Control Quantity Gauge Operative)	**C**	**3**	**2**	(O) One may be inoperative provided: a) Fuel dump system (including all boost pumps) operates normally, b) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required, and c) Associated fuel flow meter operates normally.	
		C	**3**	**2**	(O) One may be inoperative provided: a) Associated fuel flow meter operates normally, b) Takeoff gross weight does not exceed the following: 1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, 2) (727-100 and 727-100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and c) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for enroute engine(s) out procedures.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd) 2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative)	**C**	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is emptied and serviced with a known quantity of fuel, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: 1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, 2) (727-100 and 727-100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for enroute engine(s) out procedures.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)					
	2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	**C**	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is measured by the use of dripsticks, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: 1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, 2) (727-100 and 727-100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for enroute engine(s) out procedures. NOTE: When measuring wing tanks through use of dripsticks, wings must be within $^{1}/_{16}$ degree of level in the lateral axis if pitch attitude is lower than 1 degree down, or within ⅛ degree of level at all other pitch attitudes, unless SB 28-48, or production equivalent, is incorporated.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)					
	2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	**A**	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is serviced with fuel as determined from a continuous fuel log. This method is limited to: 1) A maximum of five consecutive flight legs not to exceed 10 hours total after determining original fuel quantity by measurement, 2) Flights on which all other lights, gauges, and switches associated with that system operate normally, 3) If associated tank is No.1 or No. 3, both wing tanks are serviced equally, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: 1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, 2) (727-100 and 727-100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for enroute engine(s) out procedures.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)					
	2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	**C**	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is emptied and serviced with a known quantity of fuel, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required.	
		C	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is measured by the use of dripsticks, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to assure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd) 2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)				NOTE: When measuring wing tanks through use of dripsticks, wings must be within $^{1}/_{16}$ degree of level in the lateral axis if pitch attitude is lower than 1 degree down, or within ⅛ degree of level at all other pitch attitudes, unless SB 28-48, or production equivalent, is incorporated.	
		A	**3**	**2**	(M)(O) One may be inoperative provided: a) Fuel tank is serviced with fuel as determined from a continuous fuel log. This method is limited to: 1) A maximum of five consecutive flight legs not to exceed 10 hours total after determining original fuel quantity by measurement, 2) Flights on which all other lights, gauges, and switches associated with that system operate normally, 3) If associated tank is No. 1 or No. 3, both wing tanks are serviced equally, b) Associated fuel flow meter operates normally, c) Fuel dump system (including all boost pumps) operates normally, and d) Procedures are established to ensure that fuel in the tank with the inoperative indicator will not be emptied below the non-dumpable level if fuel dump is required.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)					
***	3) Auxiliary Tanks	**C**	**-**	**-**	(O) Gauges for one aux tank may be inoperative and the tank may be used provided: a) SB 727-28 A62, or production equivalent, has been incorporated, and b) Fuel quantity in associated tank is verified by an acceptable alternate procedure.	
		C	**-**	**0**	(M) All may be inoperative and the tanks not used provided: a) SB 727-28 A62, or production equivalent, has been incorporated, and b) Fuel quantity in associated tank is verified by an acceptable alternate procedure and is considered as part of the zero fuel weight.	
		C	**-**	**0**	(M) All may be inoperative and the tanks not used provided associated tanks are verified empty after each refueling.	
		C	**-**	**0**	(M) All may be inoperative and the tanks not used provided associated tanks are verified empty and fill valve deactivated.	
28-12	Fuel Temperature Gauge	**C**	**1**	**0**	(O) May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.	
28-13 ***	Fenwall Fuel Surge Tank Suppression System	**D**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-14	Fuel Dripsticks	**C**	**-**	**0**	(M) One or more may be inoperative provided fuel quantity is verified by an alternate acceptable procedure.	
28-15	Fuel Sump Drain Valves	**C**	**-**	**-**	One may be inoperative.	
28-16 ***	Auxiliary Fuel Tank Boost Pumps					
	1) Specified Models	**C**	**-**	**-**	One pump in each tank may be inoperative provided tank remains empty.	
		C	**-**	**-**	(O) One pump in each tank may be inoperative provided: a) Fuel quantity remains in other tanks is adequate to reach an alternate destination if the remaining pump fails at any time, b) Fuel in the associated tank(s) is included as payload, and c) The effect on airplane balance in the event auxiliary tank fuel cannot be used is accounted for by limiting cargo compartment payload as follows:	
	a) All Models (All Passenger Configuration)	**C**			SEAT SPACING LESS THAN 32 INCHES: FWD TANK ANY PUMP INOP.— Forward cargo compartments remains empty. AFT TANK ANY PUMP INOP.— Aft cargo compartment remains empty.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-16 ***	Auxiliary Fuel Tank Boost Pumps (Cont'd)					
	1) Specified Models (Cont'd)					
	a) All Models (All Passenger Configuration) (Cont'd)				SEAT SPACING 32 INCHES OR MORE: FWD TANK ANY PUMP INOP.— No restrictions. AFT TANK ANY PUMP INOP.— Aft cargo compartment load maximum 2,000 lbs. (907 kg).	
	b) 727-100C, 727-100 Conversions (In All-Cargo or Combi Configuration)	**C**			FWD TANK ANY PUMP INOP.— Forward cargo compartment remains empty. AFT TANK ANY PUMP INOP.— Aft cargo compartment remains empty.	
	c) 727-200F (All-Cargo Configurations)				FWD TANK ANY PUMP INOP.— Forward cargo compartment remains empty. AFT TANK ANY PUMP INOP.— Aft cargo compartment load maximum 2,000 lbs. (907 kg).	
	2) All Models	**C**	**-**	**-**	Both pumps in any aux tank may be inoperative provided tank remains empty.	
		C	**-**	**-**	Both pumps in any aux tank may be inoperative provided: a) Fuel in the associated tank is included as part of the zero fuel weight, and b) Cargo compartment payload limitations for specified models, noted above, are observed.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-17	Fueling Bay Fuel Cap	**C**	**2**	**0**	(M) One or both may be missing provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage is detected.	
28-18 ***	Page/PATS Auxiliary Tank Fuel System	**C**	**1**	**0**	(M) May be inoperative provided: a) Both auxiliary tank fuel valve and vent valve are verified closed, b) Auxiliary tank circuit breakers are pulled and collared, and c) Auxiliary tank is drained of fuel.	
28-19 ***	Page/PARTS Auxiliary Tank Fuel Valve Open Light (Fueling Panel)	**C**	**1**	**0**	(M) May be inoperative provided: a) Auxiliary tank valve open light on F/E panel operates normally, and b) All other functions of the system operate normally.	
28-20 ***	Aircraft Tank Service (ATS) Auxiliary Tank Fuel System (STC SA 3810 WE)					
	1) Subsystems Forward, Mid, and Aft	**C**	**3**	**0**	(M) May be inoperative provided: a) Flight operations are not predicated on the use of the inoperative subsystem(s) fuel, b) Associated aux fuel tanks are verified empty, c) Associated appropriate electrical circuits are deactivated and secured, d) Associated auxiliary tank vent valves are verified open, and e) Aircraft Center of Gravity (C/G) limitations are observed and maintained throughout the flight profile.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-20 ***	Aircraft Tank Service (ATS) Auxiliary Tank Fuel System (STC SA 3810 WE) (Cont'd)					
	2) Air Pressure Indicator	**C**	**1**	**0**		
	3) Vent Valves	**C**	**2**	**1**	(M)(O) One may be inoperative open provided: a) Remaining vent valve operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining valve fails at any time during flight, and c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all takeoff alternate landing performance considerations including C/G (Weight and Balance) envelope.	
	4) Vent Valve Intransit Lights	**C**	**2**	**1**	(M) One may be inoperative provided it is verified that both vent valves operate normally before each departure when ATS aux fuel is required.	
		C	**2**	**1**	(M) One may be inoperative provided associated valve is either inoperative or considered inoperative.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-20 ***	Aircraft Tank Service (ATS) Auxiliary Tank Fuel System (STC SA 3810 WE) (Cont'd)					
	5) System Bleed Air Pressure Valves	**C**	**2**	**1**	(O) One may be inoperative provided: a) Remaining pressure valve operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining valve fails at any time during flight, and c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all takeoff alternate landing performance considerations including C/G (Weight and Balance) envelope.	
	6) Transfer Valve Intransit Lights	**C**	**3**	**2**	(O) One may be inoperative provided associated transfer valve is verified to operate normally before each departure when ATS aux fuel is required.	
	7) ATS System Quantity Indicator	**C**	**1**	**0**	(M) May be inoperative provided fuel quantity in ATS is verified by an alternate acceptable procedure.	
		C	**1**	**0**	(M) May be inoperative provided tanks are verified to be empty before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-21 ***	Aircraft Tank Service (ATS) Auxiliary Tank Refuel Valve Intransit Lights (STC SA 3810WE)	**C**	**3**	**0**	(M) May be inoperative provided: a) An alternate means of determining that the fueling valves operate is utilized, and b) Quantity of fuel in the associated tank is known after each refueling.	
28-22 ***	Auxiliary Fuel Tank System (STC SA 3564WE)					
	1) Forward System	**C**	**1**	**0**	(O) May be inoperative provided: a) Any fuel in the Forward Aux Tanks is considered unusable, and b) AFM Limitations are applied.	
	2) Aft System	**C**	**1**	**0**	(O) May be inoperative provided: a) Any fuel in the AFT Aux Tanks is considered unusable, and b) AFM Limitations are applied.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-01	System "A" Pumps					
	1) Depressurization Function	**C**	**2**	**0**	(O) May be inoperative on one or both pumps. NOTE: Starting No. 1 or No. 2 engines will pressurize nose wheel steering system unless alternate procedures are established and used.	
29-02	DELETED				Deleted prior to Revision 33.	
29-03 ***	System "A" Heat Exchange Bleed Air Control Valves	**C**	**2**	**1**	(M) One may be inoperative closed provided the associated overheat light operates normally.	
29-04	Ground Interconnect Valve ("A" and "B" Systems)	**C**	**1**	**0**	(M) May be inoperative provided valve remains closed.	
29-05	Brake Interconnect System	**C**	**1**	**0**	(M)(O) May be inoperative closed provided approved procedures are defined in the operator's manual for "B" System malfunctions. NOTE: Both brake pressure and brake pressure indication(s) are absent during a battery start.	
29-06	DELETED				Deleted prior to Revision 33.	
29-07	DELETED				Deleted prior to Revision 33.	
29-08	System Pressure Indication System ("A" or "B") (Flight Deck)	**C**	**2**	**1**	(O) One may be inoperative provided: a) Associated low pressure warning lights operate normally, and b) Associated system pressure is checked before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-09	Pump Low Pressure Lights (“A” System)	**C**	**2**	**1**	(O) One may be inoperative provided: a) The output of the associated pump is checked before each departure, and b) Both pumps remain ON continuously during flight.	
29-10	Pump Low Pressure Lights (“B” System)	**C**	**2**	**1**	(O) One may be inoperative provided: a) The output of the associated pump is checked before each departure, and b) Both pumps remain ON continuously during flight.	
29-11	Accumulator Pressure Indication Systems	**C**	**-**	**0**	(O) May be inoperative provided associated flight deck gauge operates normally.	
29-12	DELETED				Deleted prior to Revision 33.	
29-13	“A”, “B”, and Standby System Overheat Lights	**C**	**3**	**0**		
29-14	System “A” Quantity Indication System (F/E Panel)	**C**	**1**	**0**	(M) May be inoperative provided: a) Quantity is checked before each departure, b) “A” system pressure gauge operates normally, and c) “B” system and Standby system quantity gauges operate normally.	
29-15	System “B” Quantity Indication System (F/E Panel)	**C**	**1**	**0**	(M) May be inoperative provided: a) Quantity is verified adequate, and b) Ground interconnect is verified closed before each departure.	
29-16	Standby System Quantity Indication System (F/E Panel)	**C**	**1**	**0**	May be inoperative provided adequate quantity is verified before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-17	Reservoir and Fill Station Quantity Indication System	**C**	**1**	**0**		
29-18 ***	Low Level Lights (“A” and “B” Systems)	**D**	**2**	**0**		
29-19 ***	Reservoir Air Pressure Gauge	**D**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Wing Anti-Icing Duct Temperature Indicating System	**C**	**1**	**0**	May be inoperative provided valve position lights operate normally when the system is in use.	
30-02	Wing Anti-Icing System	**C**	**1**	**0**	(M) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Inoperative valve remains closed.	
		C	**1**	**0**	(M) May be inoperative provided damaged ducting is removed and a suitable blocking plate is installed.	
30-03 ***	Wing Anti-Icing Interconnect Valve	**D**	**1**	**0**	(M) May be inoperative provided: a) The interconnect valve remains closed, and b) Engine anti-icing AFM Limitations are observed.	
		C	**1**	**0**	May be inoperative open provided: a) No. 2 engine thermal anti-icing is not operated on the ground or during takeoff, and b) Icing conditions do not exist on the ground at departure airport.	
30-04	Wing Anti-Ice Valve Position Lights	**C**	**2**	**0**	One or both may be inoperative provided wing anti-icing duct temperature indicating system operates normally.	
30-05 ***	Wing Anti-Ice Auto Trip System	**D**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-06	Wing Anti-Ice Isolation Valves (B727-100 and 727-100QF APU Equipped Airplanes)	**C**	**2**	**0**	(M) One or both may be inoperative provided both valves are secured open by an accepted maintenance procedure.	
		C	**2**	**0**	One or both may be inoperative provided flight is not operated in known or forecast icing conditions.	
30-07 ***	Tail Anti-Icing System	**C**	**1**	**0**	May be inoperative provided AFM Limitations are observed.	
30-08 ***	Tail Anti-Icing Duct Temperature Indicating System	**C**	**1**	**0**	May be inoperative provided the valve position light operates normally when the system is in use.	
30-09 ***	Tail Anti-Icing Valve Position Light	**C**	**1**	**0**	May be inoperative provided temperature indicator operates normally.	
30-10	DELETED				Deleted prior to Revision 27a.	
30-11	Engine and Cowl Anti-Ice Valves					
	All Models (Except 727-100QF)	**C**	**10**	**9**	(M) One may be inoperative closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other anti-ice valves operate normally.	
	All Models (Except 727-100QF)	**C**	**1**	**0**	(M) No. 2 engine thirteenth stage valve may be inoperative open provided: a) No. 2 engine automated sixth stage bleed valve is not installed or is deactivated closed, and b) All other anti-ice valves operate normally.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF)	**C**	**9**	**8**	(M) (O) One pod engine cowl valve or one inlet guide vane valve or the No. 2 engine mixed air valve may be inoperative open provided: a) All thrust rating limits on the affected engine, except takeoff and go-around, are reduced by .03 EPR or .05 EPR for No. 2 engine mixed air valve, b) En route climb limited weight is reduced by 4,900 lbs. (2,223 kg) or by 8,100 lbs. (3,674 kg) for No. 2 engine mixed air valve, c) At temperature greater than 50 degrees F (10 degrees C): 1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR or by .05 EPR for No. 2 engine mixed air valve, 2) Takeoff and landing performance limited weight is reduced by 2,900 lbs. (1,315 kg), or by 4,600 lbs. (2,087 kg) for No. 2 engine mixed air valve, d) All other anti-ice valves operate normally, and e) Operating temperature with one pod engine cowl valve inoperative open is limited to 50 degrees F (10 degrees C) maximum (ambient or Total Air Temperature) unless S/B 30-31 "Nose Cowl TAI Spray Ring Modification" has been incorporated. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF) (Cont'd)				ADDITIONAL REQUIREMENTS FOR JT8D-15-15A AND JT8D-17/17A ENGINES. The adjustments listed below must be applied when dispatching with anti-ice OFF and the following conditions exist: Takeoff— JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF) (Cont'd)				Go-Around— JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C). 1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by 2,900 lbs. (1,315 kg) or by 2,600 lb. (1,179 kg) for No. 2 engine mixed air valve, OR 3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed. NOTE: Valve position light operation not required for the specific inoperative valve. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) Valsan B727-100/200RE Only	**C**	**9**	**8**	(M)(O) One inlet guide vane valve or the No. 2 engine mixed air valve (cowl shutoff valve) may be inoperative open provided: a) All other anti-ice valves operate normally, b) All thrust rating limits on the affected engine, except takeoff and go-around, are reduced by: 1) Pod engine, inlet guide vane valve, .05 EPR. 2) No. 2 engine, inlet guide vane valve, .03 EPR. 3) Mixed air valve, .05 EPR. c) En route climb limited weight is reduced by: 1) Pod engine, inlet guide vane valve 6,900 lbs. (3,130 kg). 2) No. 2 engine, inlet guide vane valve 4,900 lbs. (2,223 kg). 3) No. 2 engine, inlet guide vane valve, 4,900 lbs. (2,223 kg). 4) Mixed air valve, 8,100 lbs. (3,674 kg). d) At temperatures greater than 50 degrees F (10 degrees C), 1) Takeoff and go-around thrust limits on the affected engine are reduced by: i. Pod engine, inlet guide vane valve, .05 EPR. ii. No. 2 engine, inlet guide vane valve, .03 EPR, iii. Mixed air valve .05 EPR. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) Valsan B727-100/200RE Only (Cont'd)				2) Takeoff and landing performance weight is reduced by: i. Pod engine, inlet guide vane valve, 5,100 lbs. (2,312 kg). ii. No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg). iii. Mixed air valve, 4,600 lbs. (2,087 kg). NOTE: No relief is given for pod engine cowl valves in the open position on the Valsan B727-100/200RE. ADDITIONAL REQUIREMENTS FOR JT8D-15/15A AND JT8D-17/17A ENGINES. In addition, the adjustments listed below must be applied to the No. 2 engine when dispatching with anti-ice OFF, a valve open, and the following conditions exist: Takeoff— JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd) Valsan B727-100/200RE Only (Cont'd)				Go-Around— JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C). JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C). 1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg), OR 3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed. NOTE: Valve position light operation not required for the specific inoperative valve. (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Engine and Cowl Anti-Ice Valves (Cont'd)					
	B727-100QF Only	**C**	**3**	**2**	(M)(O) One valve may be inoperative secured open provided: a) Engine start procedures for anti-ice valve secured open is used, b) AFM engine EPR reductions for inlet anti-ice ON for affected engine are used, c) Aircraft performance is determined using AFM engine inlet anti-ice ON correction chart, d) Outside Air Temperature (OAT) does not exceed 55 degrees F (12 degrees C) with valve secured open on No. 1 or No. 3 engine and OAT does not exceed 80 degrees F (26 degrees C) with valve secured open on No. 2 engine, and e) All other engine anti-ice valves operate normally.	
		C	**3**	**2**	(M) One may be inoperative secured closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other engine anti-ice valves operate normally.	
	1) Indicator Lights (B727-100QF Only)	**C**	**3**	**0**	(M)(O) May be inoperative provided normal valve operation is verified prior to operations in known or forecast icing conditions.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-12	Pitot Heat Systems	**B**	**2**	**1**	(O) Pilot's or copilot's may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
		B	**1**	**0**	(O) Auxiliary pitot heat system may be inoperative provided: a) Dispatch deviations for affected equipment for are observed, and b) All affected equipment must be identified and the crew advised. NOTE: Light not required for an inoperative heater.	
30-13	Static Port Heater System	**C**	**-**	**-**	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
	1) B727-100/QC and 727-100QF	**C**	**-**	**0**	All may be inoperative provided static port system has been modified per AD-76-17-07 or production equivalent.	
	2) B727-200	**C**	**-**	**0**	(O) May be inoperative provided AFM Limitations, takeoff at 35 degrees F (2 degrees C) or below, are observed.	
30-14	Elevator Feel Pitot Heater	**C**	**2**	**1**	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-15	Flight Deck Window Heat System	**C**	**8**	**-**	NOTE: See AFM for window heat requirements.	
30-16	Windshield Wipers	**C**	**2**	**0**	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
	1) Windshield Wiper Speeds	**C**	**-**	**1**	May be inoperative provided one speed operates normally at both pilot stations.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-17 ***	Rain Repellent System	**D**	**1**	**0**		
30-18 ***	Ice Detection System	**D**	**1**	**0**		
30-19	Pitot/Static, Temperature Probe Heater Indicating System					
***	1) Ammeter System					
	a) AC Ammeters	**B**	**2**	**0**	(M) May be inoperative provided associated heaters are verified to operate normally.	
	b) Heater Off Light	**B**	**1**	**0**	(O) May be inoperative provided: a) All other components of the pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
***	2) 8 Light System					
	a) PITOT L & R Lights	**B**	**2**	**1**	(O) One may be inoperative provided: a) All other components of the pitot heat system are verified to operate normally, and b) The airplane is not operated in known or forecast icing conditions.	
	b) ELEV PITOT L & R, STATIC L & R, AUX PITOT, and TEMP PROBE Lights	**B**	**6**	**0**	(M) May be inoperative provided associated heaters are verified to operate normally. NOTE: Light not required for an inoperative heater.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-20	Total Air Temperature Probe Heater	**C**	**-**	**0**	(O) May be inoperative provided an approved alternate system is installed and operates normally.	
		C	**-**	**0**	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions. NOTE: Light not required for an inoperative heater.	
30-21	Windshield Heat Power On/Overheat Test	**C**	**1**	**0**		
30-22	De-Fog System	**C**	**1**	**0**		
30-23	Anti-Ice Duct Overheat Light System	**C**	**1**	**0**	(M) May be inoperative provided: a) Associated anti-ice valves remain closed, and b) Airplane is not operated in known or forecast icing conditions.	
30-24	Drain Mast Heaters	**C**	**-**	**0**	(M) May be inoperative provided: a) Associated TOILET FLUSH PORT(S) is capped at toilet service panel, and b) Associated galley is used without water service.	
		C	**-**	**0**	(M) May be inoperative provided: a) Associated lavatory entrance door is secured to prevent use of lavatory, and b) Associated galley is used without water service.	
		C	**-**	**0**	(M) May be inoperative provided: a) Water supply to associated galley, lavatory sink, and drinking fountain is secured OFF, and b) Associated galley drains, lavatory sinks, and drinking fountain drains are not used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-25 ***	Windshear Perimeter Heater	**D**	**1**	**0**		
30-26	Pitot Heat Indicating System (Heater OFF Monitor)				Deleted, Revision 38. (Combined with item 30-19.)	
30-27	Wing Anti-Ice Pressure Regulating Valve (727-100QF)	**C**	**1**	**0**	(M) (O) May be inoperative provided: a) Valve is secured open by an acceptable maintenance procedure, and b) EPR settings and performance data for wing anti-ice ON, as appropriate, are used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Clocks	**C**	**-**	**1**	May be inoperative provided one clock at either the pilot's or copilot's position operates normally.	
31-02	Flight Data Recorder (FDR) System	**A**	**-**	**0**	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
		C	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative.	
	1) FDR Recording Parameters Required by 14 CFR	**A**	**-**	**-**	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	|
	2) FDR Recording Parameters Not Required by 14 CFR	**A**	**-**	**-**	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
31-03 ***	AIDS Maintenance Recorder	**D**	**1**	**0**	May be inoperative provided alternate procedures are used.	
		D	**1**	**0**	May be inoperative provided maintenance procedures are not dependent upon its use.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Landing Gear Door Warning System	**C**	**1**	**0**		
32-02	Landing Gear Warning Horn Function				Deleted, Revision 29.	
32-03	Landing Gear Indication	**B**	**-**	**2**	May be inoperative provided center panel indicators, and one other indicating system, operates normally.	
32-04 ***	Ground Lock Pin Annunciator System	**D**	**1**	**0**		
32-05	Antiskid System	**C**	**1**	**0**	(O) May be inoperative provided AFM Limitations are observed.	
	1) Test Feature	**C**	**1**	**0**		
	2) Touchdown Feature	**C**	**1**	**0**		
	3) Annunciators	**C**	**-**	**0**	May be inoperative for an inoperative system.	
32-06 ***	Nose Wheel Brake/Anti-Skid System	**D**	**1**	**0**	(O) May be inoperative provided: a) Nose wheel brake/anti-skid switch remains OFF, and b) AFM Limitations are observed.	
32-07	Parking Brake				Deleted, Revision 29.	
32-08	Parking Brake Light					
	1) Solenoid Operated Parking Brake Valve	**C**	**1**	**0**	(O) Light may be inoperative provided anti-ski system is turned OFF when parking brake is in use.	
	2) Motor Operates Parking Brake Valve (Mark III Anti-Skid System)	**C**	**1**	**0**	(M) Light may be inoperative provided the parking brake shutoff valve operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-09	Pneumatic Brake System				Deleted, Revision 29.	
32-10	Flight Deck Pneumatic Brake Pressure Indicator	**A**	**1**	**0**	May be inoperative provided: a) Pneumatic brake pressure indicator in the nose wheel well operates normally, b) Pneumatic brake pressure is verified before each departure, and c) Operations are limited to not more than 3 flight days before repair is made.	
32-11	Pneumatic Brake Pressure Indicator (Nose Wheel Well)	**C**	**1**	**0**	May be inoperative provided indicator on the flight deck operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-12	Tail Skid	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Tail skid is secured extended, b) Aft lavatory drain mast is deactivated, and c) The following performance penalties are applied: 1) 2,000 lbs (907 kg) gross weight reduction to second segment climb limits. 2) 6,000 lbs. (2,722 kg) gross weight reduction to one engine inoperative en route climb limits. 3) 6,800 lbs. (3,084 kg) gross weight reduction to two engine inoperative en route climb limits. 4) 1,400 lbs. (635 kg) gross weight reduction to approach climb and landing climb limits, OR d) Tail skid is secured extended, e) Water supply to aft galleys, lavatory sinks, and drinking fountain is secured OFF, f) Aft galley drains, lavatory sinks, and drinking fountain drains are not used, and g) Performance penalties in c) above are applied.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-12	Tail Skid (Cont'd) 1) 727-200 Only	**C**	**1**	**0**	May fail to lock when retracted provided: a) Tail skid extends and retracts normally, b) Tail skid warning light illuminates only when gear handle is placed OFF following retraction and operates normally during routine operations, c) After gear retraction, the gear handle is placed OFF momentarily and door warning lights remain extinguished (indicating proper locking of gear and doors), and d) Following c) above, the gear handle is returned to UP and the tail skid annunciator extinguishes. NOTE: Handle should remain UP until necessary to lower gear.	
32-13	Tail Skid Position Light	**C**	**1**	**0**	(M) May be inoperative provided tail skid is functionally checked once each flight day.	
32-14	Rudder Pedal Nose Wheel Steering System	**C**	**1**	**0**	(O) May be inoperative provided: a) Operation of other systems is not impaired, and b) All takeoffs and landings are made by the pilot occupying the left seat.	
32-15 ***	Autobrake System	**C**	**1**	**0**	(M) May be inoperative provided that, if the autobrake disarm light illuminates with the autobrake ARM switch OFF, the inlet pressure line to the autobrake valve module must be capped. NOTE: AFM takeoff and landing distances are not based on use of autobrakes.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-16 ***	Brake Low Pressure Light	**C**	**1**	**0**		
32-17 ***	Brake Temperature Monitoring System	**C**	**1**	**0**		
32-18 ***	Nose Gear Steering Lockout System	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) System is deactivated and pressurized, and b) Alternate procedures for pushback and towing are utilized.	
32-19 ***	Direct Reading Tire Pressure indicator(s)	**D**	**-**	**0**		
32-20	Nose Gear Snubber Pads	**C**	**2**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems	**C**	**-**	**-**	Individual lights may be inoperative provided remaining lights are: a) Not on the Essential or Standby bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flightcrew members' eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	|
33-02	Cabin Interior Illumination System					
	1) Passenger and Combi Configurations Without Photoluminescent Escape Path Marking Systems	**C**	**-**	**-**	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-02	Cabin Interior Illumination System (Cont'd)					
	2) Passenger and Combi Configurations With Photoluminescent Escape Path Marking Systems	**C**	**-**	**-**	Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: 1) FAA engineering approval letter, 2) FAA-approved report of the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	
	3) Cargo Configurations (Including AEI STC SA1798SO)					
	a) Cargo Door Floodlights	**C**	**2**	**0**	(M) May be inoperative for night operations provided alternate procedures are established and used.	
		C	**2**	**0**	May be inoperative for day operations.	
	b) Cabin Interior Lights	**C**	**-**	**0**	Individual lights may be inoperative provided sufficient lighting remains for cargo handlers to perform their duties.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-03	Passenger Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return to Seat)	**C**	**-**	**-**	(M) May be inoperative provided: a) Associated passenger seat, cabin attendant seat, or lavatory is not occupied from which a lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	|
		C	**-**	**-**	(O) May be inoperative and associated passenger seat, cabin attendant seat, or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	|
	1) Aural Tone Feature	**C**	**1**	**0**		
	2) All-Cargo, Supernumerary/ Courier Area Lighted Information Sign	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed off.	|
33-04	AFT AIRSTAIR Compartment Service Light System	**C**	**1**	**0**		
33-05	Cargo Compartment Lights	**C**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-06	Wheel Well Lights					
	1) Main Wheel Lights	**C**	**-**	**0**		
	2) Nose Wheel Well Light(s)	**C**	**-**	**1**	May be inoperative provided the Nose Gear Down Lock Light (Aft Light), focused on the nose gear down lock, operates normally.	
33-07 ***	High Intensity Oscillating or Strobe Navigation Lights	**D**	**-**	**0**		
33-08	Anti-Collision Beacon	**C**	**2**	**1**	One unit may be inoperative for night operations provided strobe anti-collision (wing/tail mounted lights) are installed and operate normally.	
		C	**2**	**0**	Both may be inoperative for night operations provided Minneapolis Honeywell airplanes recognition light system, or approved equivalent, is installed and operates normally.	
		C	**2**	**0**	All may be inoperative for day operations.	
33-09	Wing Illumination Lights	**C**	**2**	**0**	(O) May be inoperative provided ground deicing procedures do not require their use.	
33-10	Landing Lights	**C**	**4**	**2**	One on each side may be inoperative for night operations.	
		C	**4**	**0**	All may be inoperative for day operations.	
33-11 ***	Taxi Light	**C**	**-**	**0**		
33-12	Runway Turnoff Lights	**C**	**2**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-13	Position Lights (Wing Tips and Tail)					
	1) Bulbs	**C**	**-**	**4**	One or two bulbs may be inoperative for night operations provided the following minimum lights operate normally: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light at each wing tip position.	
		C	**-**	**0**	All may be inoperative for day operations.	
33-14	DELETED					
33-15	Interior Emergency Lighting System					
	1) Combi (Mixed) or All-Cargo Configurations Only	**C**	**-**	**-**	Individual lights may be inoperative in cargo areas provided: a) No one occupies those areas during flight, and b) Flight deck and forward entrance door exit lights operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-16	Exterior Emergency Lighting System					
	1) Passenger Combi and All-Cargo Configuration	**B**	**1**	**0**	May be inoperative for day operations.	
	2) All-Cargo Operations	**B**	**1**	**0**	May be inoperative for all-cargo night operations provided the forward entry door escape slide lights operate normally.	
	a) Forward Entry Door Escape Slide Lights	**B**	**-**	**0**	May be inoperative for day operations.	
		B	**-**	**0**	May be inoperative for night operations provided the interior emergency exit system lights over the cockpit entry door or the left forward entry door of the aircraft are removable (for emergency use) type lights.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-17	Floor Proximity Emergency Escape Path Marking System					
	1) Incandescent Lighting System	**C**	**1**	**1**	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. NOTE: Not required for all-cargo operations.	
	2) Photoluminescent Lighting System	**C**	**1**	**1**	Components may be inoperative provided FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. NOTE: Not required for all-cargo operations.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-18 ***	Master Caution System Annunciator Lights, Left and Right (Pilot's Glareshield)	**C**	**-**	**-**	(O) One may be inoperative for normally operating systems.	
33-19 ***	Logo Lights	**D**	**-**	**0**		
33-20 ***	Sterile Cockpit Light System (Add On System)	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
33-21	Aft Airstair Tread Lights	**C**	**-**	**0**		
33-22	Master Dim and Test System					
	1) Test Function	**C**	**1**	**0**	(M) May be inoperative provided the intended function of the associated light(s) is verified.	
	2) Dim Function	**C**	**1**	**0**	May be inoperative provided: a) Bright function operates normally, and b) Light intensity is acceptable to the crew.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-01 ***	True or Calibrated Airspeed indicator (Both Analogue and EFIS)	**C**	**1**	**0**		
34-02	Airspeed Indicators (IAS)					
***	1) Basic Indications (Pointers and Manual Mode Flag)	**C**	**2**	**2**	(M)(O) Mode Selector indicator at copilot's station ONLY may be inoperative, and a standard airspeed indicator substituted, provided: a) Both Mach/Airspeed warning systems operate normally, b) Red Line is marked on glass at 350 KIAS, and c) A placard is placed next to instruments stating "Red Line is the limit for Mode B operation except when existing limit speed pointer (Barber Pole) is lower".	
***	2) Integral Airspeed Reference Bug	**A**	**2**	**1**	One may be inoperative provided repair or replacement is made within 3 flight days.	
***	3) External Airspeed Bugs	**C**	**-**	**1**	May be inoperative provided alternate procedures are established and used.	
***	4) Digital Airspeed Readout	**C**	**-**	**0**		
34-03	Mach Indicators					
	1) Basic Mach Indications	**C**	**-**	**1**	All but one may be inoperative provided one Mach/Airspeed warning system operates normally.	
		C	**-**	**0**	All may be inoperative provided operating altitude is limited to FL 330 or below.	
	2) Mach OFF Flag	**C**	**-**	**0**	May be inoperative provided all basic indicators are considered inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-04	Mach/Airspeed Warning Systems					
	1) B727-100/200 and 727-100QF	**B**	**2**	**1**	One may be inoperative provided speed is limited to less than M .88.	
	2) Valsan B727-100/200RE and Airplanes With STCs ST00488SE or ST00507SE	**B**	**2**	**1**	One may be inoperative provided speed is limited to less than M .85.	
	3) B727-100/200 and 727-100QF	**B**	**2**	**0**	Both systems may be inoperative provided: a) Both Machmeters operate normally, and b) The following speed limits are observed: 1) V_{mo} – 320 KIAS below FL 260. 2) M_{mo} – .78 above FL 260.	
		B	**2**	**0**	Both systems may be inoperative if the overspeed warning system malfunctioned during flight by sounding earlier than scheduled; operations are limited to speeds below the warning horn setting.	
		B	**2**	**0**	(M) Both systems may be inoperative if the warning system sounded below M .86 provided the system is deactivated by pulling the associated circuit breaker then observing the V_{mo}/M_{mo} speed limits shown below: a) V_{mo} – 320 KIAS below FL 260. b) M_{mo} – .78 above FL 260. NOTE: If the operating warning system is dual (A/B) mode, only the selected mode is required to operate normally.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-04	Mach/Airspeed Warning Systems (Cont'd)					
	4) Valsan B727-100/200RE Only	**B**	**2**	**0**	(O) Both systems may be inoperative provided: a) Both Machmeters operate normally, and b) The following speed limits are observed: 1) V_{mo} – 320 KIAS below FL 260. 2) M_{mo} – .78 above FL 260.	
		B	**2**	**0**	(O) Both systems may be inoperative if the overspeed warning system malfunctioned during flight by sounding earlier than scheduled; operations are limited to speeds below the warning horn setting.	
		B	**2**	**0**	(M) Both systems may be inoperative if the warning system sounded below M .85 provided the system is deactivated by pulling the associated circuit breaker then observing the V_{mo}/M_{mo} speed limits shown below: a) V_{mo} – 320 KIAS below FL 260. b) M_{mo} – .78 above FL 260. NOTE: If the operating warning system is dual (A/B) mode, only the selected mode is required to operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-05	Altimeters					
	1) Basic Altimeters	**C**	**-**	**2**	May be inoperative provided: a) One altimeter operates normally at each pilot station, and b) At least one of the above is a pneumatic, or servo pneumatic altimeter.	
***	2) Servo Pneumatic Altimeter Mode	**C**	**-**	**0**	(M) May be inoperative provided Altimeter remains in the pneumatic mode.	
	3) Standby Pneumatic Altimeter	**C**	**-**	**0**	May be inoperative provided at least one of the pilot's altimeters is a pneumatic or servo-pneumatic (switchable) altimeter.	
	4) Air Data Display Unit (ADDU) Static Source Error Correction (SSEC) Mode (STC ST01011SE)	**C**	**1**	**0**	(O) May be inoperative provided operations or procedures do not require its use.	
34-06	Altimeter Vibrators					
	1) Servo-Pneumatic	**C**	**2**	**1**	One may be inoperative provided associated air data computer function is installed and operating normally.	
	2) Pneumatic	**C**	**2**	**1**	One may be inoperative provided VMC exists at departure and arrival airports.	
	3) Pneumatic (With Two Electric Altimeters)	**C**	**1**	**0**	May be inoperative provided VMC exists at departure and arrival airports.	
	a) Analogue Instrument System	**C**	**1**	**0**	May be inoperative provided VMC exists at departure and arrival airports.	
	b) EFIS Instrument System	**C**	**1**	**0**	May be inoperative provided VMC exists at departure and arrival airports.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-06	Altimeter Vibrators (Cont'd)					
	4) One Pneumatic and One Servo-Pneumatic	**C**	**2**	**1**	Servo-pneumatic may be inoperative provided associated air data computer function is installed and operating normally.	
		C	**2**	**1**	Pneumatic may be inoperative provided VMC exists at departure and arrival airports.	
34-07	DELETED					
34-08 ***	Static Air Temperature Gauge (Both Analogue and EFIS)	**D**	**1**	**0**	May be inoperative provided Total Air Temperature or Ram Air Temperature gauge operates normally.	
34-09 ***	Ram Air Temperature Gauge	**D**	**1**	**0**	May be inoperative provided Total Air Temperature or Static Air Temperature gauge operates normally.	
34-10	Total Air Temperature Gauge (Both Analogue and EFIS)	**C**	**1**	**0**	May be inoperative provided Ram Air Temperature or Static Air Temperature gauge operates normally.	
34-11	DELETED					
34-12	Standby Attitude Indicator	**C**	**-**	**0**	May be inoperative provided not required by 14 CFR.	
		B	**1**	**0**	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.	
34-13 ***	Angle of Attack Indicators	**D**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-14	Turn and Bank Indicators					
	1) Rate of Turn Indicators	**C**	**2**	**1**	Turn function of one instrument may be inoperative for VMC flight.	
		C	**2**	**0**	May be inoperative provided the Standby Horizon indicator operates normally.	
34-15	DELETED					
34-16	Non-Stabilized Magnetic Compass	**B**	**1**	**0**	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized Compass Systems are operative.	
		B	**1**	**0**	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		B	**1**	**0**	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-17	Flight Director Systems	**C**	**-**	**0**	May be inoperative provided approach procedures do not require its use. NOTE: Any mode which operates normally may be used.	
***	1) Go-Around Switches	**C**	**-**	**0**	May be inoperative provided approach procedures do not require their use.	
***	a) Go-Around Annunciation	**C**	**-**	**0**	May be inoperative provided: a) G/A function is not used, and b) Approach minimums do not require its use.	
***	2) Altitude Hold Mode (ALT/ALT HOLD)	**C**	**-**	**0**		
***	3) Go-Around Mode (G/A)	**C**	**-**	**0**		
***	4) Nav Back Course Mode (NAV BACK)	**C**	**-**	**0**	May be inoperative provided approach minimums do not require its use.	
***	5) VOR/LOC Mode (NAV/LOC)	**C**	**-**	**0**	May be inoperative provided approach minimums do not require its use.	
***	6) NAV Mode (NAV)	**C**	**-**	**0**		
34-18	Distance Measuring Equipment (DME) Systems	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
34-19	Marker Beacon Systems	**C**	**-**	**-**	May be inoperative provided approach procedures do not require its use.	
***	1) Excess Items	**D**	**-**	**0**		
34-20	Doppler Navigation System	**C**	**-**	**-**	As required by 14 CFR.	
***	1) Excess Items	**D**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-21	Weather Radar	**C**	**-**	**-**	As required by 14 CFR.	
	1) Map	**C**	**-**	**0**		
	2) Test	**C**	**-**	**0**	(O) May be inoperative provided an alternate means is developed and used to verify system operates normally.	
***	3) Windshear Detection and Avoidance System	**C**	**-**	**0**	(O) May be inoperative provided: a) Alternate procedure are established and used, and b) Windshear Warning and Guidance System operates normally.	
		C	**-**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
	4) Display(s)	**C**	**-**	**1**		
***	5) Excess Items	**D**	**-**	**0**		
34-22	Radio Compass (ADF) Systems	**C**	**-**	**-**	As required by 14 CFR.	
***	1) Excess Items	**D**	**-**	**0**		
34-23	VHF Navigation Systems (VOR/ILS)	**D**	**-**	**-**	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.	
***	1) Self-Test	**D**	**-**	**0**		
***	2) Frequency Transfer Light	**C**	**-**	**0**		
***	3) Frequency Transfer Switch	**C**	**-**	**0**		
	4) Frequency Selectors	**C**	**-**	**-**	One per each VHF Nav required by 14 CFR must operate normally.	
	5) Frequency Indicators	**C**	**-**	**-**	One per each VHF Nav required by 14 CFR must operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-24	ATC Transponders and Automatic Altitude Reporting Systems	**B**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	|
		D	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative.	
.	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	|
*******	2) ADS-B Squitter Transmissions	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	| | | | |
34-25	Instrument Comparator Warning Systems	**C**	**-**	**0**	May be inoperative provided approach minimums do not require its use.	
34-26	Air Data Systems (KIFIS or CADC)	**C**	**-**	**-**	May be inoperative provided: a) Dispatch deviation for affected equipment are observed, and b) All affected equipment is listed in this column of the individual operator's MEL.	
*******	1) Flight Deck Self-Test Switches	**C**	**-**	**0**	(M) May be inoperative provided an alternate test procedure is established and used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-27	Altitude Alerting System	**A**	**-**	**0**	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.	|
		C	**-**	**0**	May be inoperative provided it is not required by 14 CFR.	
	1) Dimming Feature	**A**	**-**	**0**	May be inoperative (failed) in the Bright Mode for day operations provided operations are limited to 3 flight days before repair is made.	
		A	**-**	**0**	May be inoperative (failed) in the Dim Mode for night operations provided operations are limited to 3 flight days before repair is made.	
	2) Aural Alert	**C**	**-**	**0**	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	|
	3) Visual Alert	**C**	**-**	**0**	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-28	Radio Altimeter Systems					
	1) Indications (Analogue and EFIS)	**C**	**-**	**0**	May be inoperative provided approach minimums or operating procedures do not require use of the indicator(s).	
	a) Decision Height (DH) Annunciation, Set Indication, Set Control	**C**	**-**	**0**	May be inoperative provided approach minimums or operating procedures do not require its use.	
	2) Receiver/Transmitter (R/T) Units					
	a) Dual R/T Units	**C**	**2**	**1**	May be inoperative provided: a) Failed R/T Unit, by design, does not provide inputs to the GPWS, and b) Approach minimums or operating procedures do not require use of failed indicator.	
		A	**2**	**0**	May be inoperative provided: a) Dispatch deviation for GPWS inoperative is observed, b) Approach minimums or operating procedures do not require use of failed indicators, and c) Operations are limited to not more than 2 flight days before repair is made.	
	b) Single R/T Units	**A**	**1**	**0**	May be inoperative provided: a) Dispatch deviation for GPWS inoperative is observed, b) Approach minimums or operating procedures do not require use of failed indicators, and c) Operations are limited to not more than 2 flight days before repair is made.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-28	Radio Altimeter Systems (Cont'd)					
	3) Radio Altimeter Indications on EADI (EFIS Instrument System)	**A**	**2**	**0**	May be inoperative provided: a) Dispatch deviation for GPWS inoperative is observed, b) Approach minimums or operating procedures do not require its use, and c) Operations are limited to not more than 3 flight days before repair is made.	
	4) R/A Test Switch(es)	**C**	**-**	**0**	(M) May be inoperative provided an alternate test procedure is established and used.	
34-29	Ground Proximity Warning System (GPWS)	**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	|
	1) (Modes 1—4)	**A**	**4**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	|
	2) Test Mode	**A**	**1**	**0**	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	|
	3) Glideslope Deviation (Mode 5)	**C**	**-**	**1**		|
		B	**-**	**0**		

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-29	Ground Proximity Warning System (GPWS) (Cont'd)					
***	4) Advisory Callouts	**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
		C	**-**	**0**	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	|
***	5) Windshear Warning and Flight Guidance System	**B**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
		C	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	|
***	6) Terrain Awareness And Warning System (TAWS)					
***	a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	**B**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
	b) Terrain Display Functions	**C**	**-**	**1**		|
		B	**-**	**0**	(Continued)	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-29	Ground Proximity Warning System (GPWS) (Cont'd)					
	7) Runway Awareness and Advisory System (RAAS)	**C**	**1**	**0**		|
34-30 ***	Speed Command System	**D**	**1**	**0**	May be inoperative provided approach minimums or operating procedures are not dependent upon its use.	
34-31	Long Range Navigation Systems (Other Than INS (i.e., Loran, Omega))	**C**	**-**	**-**	As required by 14 CFR.	
***	1) Excess Items	**D**	**-**	**0**		
34-32 ***	Performance Data Computer System	**D**	**-**	**0**		
***	1) PDCS INOP Flag in Airspeed Indicator	**D**	**-**	**0**	May be inoperative provided Airspeed Bug Selector remains in manual mode.	
***	2) PDCS Command EPR System	**D**	**1**	**0**	May be inoperative provided EPR Setting Controls remain in manual mode.	
***	3) PDCS EPR Bugs	**D**	**3**	**0**	May be inoperative provided associated EPR Setting Control remains in manual mode.	
34-33 ***	Inertial Navigation System (INS)	**C**	**-**	**-**	As required by 14 CFR.	
***	1) Excess Items	**D**	**-**	**-**		
***	2) Auxiliary Drift Angle/Ground Speed Indicator (Separate From INS CDU) (Add On Indicator)	**C**	**-**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-34 ***	Flight Director Go-Around Switches	**D**	**-**	**-**	Moved to item 34-17, Revision 35.	
34-35	Microwave Landing System (MLS)	**C**	**-**	**-**	As required by 14 CFR.	
*******	1) Excess Items	**D**	**-**	**0**		
34-36 ***	Head-Up Display System (HUD)	**D**	**-**	**-**	May be inoperative provided approach procedures do not require its use. NOTE: Any mode which operates normally may be used.	
34-37	RMI Systems (Both Analogue and EFIS)					
	1) Compass Cards	**C**	**-**	**1**	One may be inoperative provided: a) Associated HSI operates normally, and b) Remaining RMI operates normally. NOTE: FOEB Policy requires both pilot's HSIs to operate normally.	
	2) VOR/ADF Pointer Indication	**C**	**-**	**1**	May be inoperative provided other VOR/ADF system(s) operate normally and meet 14 CFR requirements.	
34-38 ***	Metric Altimeter	**D**	**-**	**0**		
34-39	True or Calibrated Airspeed Indicator				Deleted, Revision 33c. Combined with item 34-1.	
34-40	Airspeed Vibrator	**C**	**2**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-41	Traffic Alert and Collision Avoidance System (TCAS I and II)	**B**	**-**	**0**	(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute and approach procedures do not require its use.	|
		C	**-**	**0**	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	**C**	**2**	**1**	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	**C**	**2**	**1**	May be inoperative on non-flying pilot side.	
		C	**-**	**0**	(O) May be inoperative provided: a) Traffic Alert (TA) visual display elements and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert (TA) Display System(s)	**C**	**-**	**0**	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	4) Audio Functions	**B**	**1**	**0**	May be inoperative provided enroute or approach procedures do not require its use.	| | |
***	5) Airspace Selection Function	**C**	**-**	**0**		| |

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-42 ***	Windshear Detection and Guidance Systems	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
34-43	Attitude Reference Systems (Vertical Gyro, INS, IRU)	**C**	**-**	**2**	May be inoperative provided: a) An independent attitude reference source is available to each ADI, and b) Attitude reference switching and selection capability is normal.	
34-44 ***	Auxiliary Vertical Gyro	**D**	**-**	**0**		
34-45	Instrumental Source Select Switches (EFIS) (STC)	**C**	**-**	**-**	May be inoperative provided: a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.	
34-46 ***	Flight Profile Advisory System (FTA-80)	**C**	**1**	**0**		
34-47	EFIS Cooling Fans (STC SA 7942SW)					
	1) Captain's Front Instrument Panel EFIS Fans	**A**	**2**	**1**	(M) One fan may be inoperative provided: a) Operation of the remaining fan is verified before each departure, b) Unpressurized flight is not contemplated, and c) Operations are limited to not more than 3 flight days before repair is made.	
	2) First Officer's Front Instrument Panel EFIS Fans	**A**	**2**	**1**	(M) One fan may be inoperative provided: a) Operation of the remaining fan is verified before each departure, b) Unpressurized flight is not contemplated, and c) Operations are limited to not more than 3 flight days before repair is made.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-48	Comparator Reset Switch (STC SA 7942SW)	**C**	**2**	**0**	Either pilot's switch may be inoperative provided the associated comparator is considered inoperative.	
34-49 ***	Global Positioning System	**D**	**-**	**0**	May be inoperative provided procedures do not require its use.	
34-50 ***	Flight Director Approach Progress Display Panel	**C**	**2**	**0**	May be inoperative provided associated flight director mode is considered inoperative and not used.	
34-51 ***	Radio Altimeter Altitude Display (Rising RWY in ADI)	**C**	**2**	**0**	May be inoperative provided approach minimums do not require its use.	
34-52	Horizontal Situation Indicators (HSI)					
	a) Glide Slope	**C**	**2**	**0**	May be inoperative provided approach procedures do not require it use (i.e., ILS procedures are not required).	
	b) TO-FROM Indicator	**C**	**2**	**0**	May be inoperative provided RMI VOR needle on the respective pilot's instrument panel operates normally.	
	c) INS Indication					
***	a) Waypoint ALERT Light	**C**	**2**	**1**		
***	b) TRUE/MAG Heading Annunciator	**C**	**2**	**1**	One may be inoperative provided INS Annunciator operates normally.	
***	c) Miles-To-Go/ Ground Speed	**C**	**2**	**1**		
***	d) INS Annunciator	**C**	**2**	**1**	One may be inoperative provided TRUE/MAG Heading Annunciator operates normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-53	Attitude Director Indicator (ADI)					
***	1) Course Deviation Indicator	**A**	**2**	**1**	One may be inoperative provided: a) Course deviation indicator in associated HSI operates normally, and b) Operations are limited to not more than 3 flight days before repair is made.	
		C	**2**	**0**	May be inoperative provided approach procedures do not require its use (i.e., ILS procedures are not required).	
***	2) Glide Slope Deviation Indicator	**A**	**2**	**1**	One may be inoperative provided: a) Glide slope indicator in associated HSI operates normally, and b) Operations are limited to not more than 3 flight days before repair is made.	
		C	**2**	**0**	May be inoperative provided approach procedures do not require its use (i.e., ILS procedures are not required).	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-54 ***	EFIS Course Heading Panel (CHP) (STC SA 7942SW)					
	1) Course Control (CRS CTL) Functions	**C**	**2**	**0**	May be inoperative provided associated primary course needle operates normally and can be controlled by the course knob.	
	2) Course Direct Control (PUSH CRS DIRECT) Functions	**C**	**2**	**0**		
	3) Elapsed Time (ET) Functions	**C**	**2**	**0**		
	4) Heading Sync (PUSH HDG SYNC) Functions	**C**	**2**	**0**		
	5) Nav. Data (NAV DATA) Functions	**C**	**2**	**0**		
34-55 ***	EFIS Display Control Panel (DCP) (STC SA 7942SW)					
	1) Course Preselect (CRS PRE) Functions	**C**	**2**	**0**		
	2) Course Active (CRS ACT) Functions	**C**	**2**	**1**	(O) One may be inoperative provided: a) Associated active course is displayed on the EHSI, and b) Associated preselect and course transfer functions operate normally.	
	3) Bearing (BRG) Functions	**C**	**2**	**0**	May be inoperative provided associated RMI bearing pointer operates normally.	
		C	**2**	**0**	May be inoperative provided approach minimums do not require its use.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-55 ***	EFIS Display Control Panel (DCP) (STC SA 7942SW) (Cont'd)					
	4) Course Transfer (CRS XFR) Functions	**C**	**2**	**0**		
	5) Radar (RDR) Switches	**C**	**2**	**1**	One may be inoperative provided radar information can be displayed on the operative system.	
		C	**2**	**0**	May be inoperative provided weather radar is considered inoperative.	
	6) DIM Functions	**C**	**4**	**2**	One may be inoperative on each DCP provided display brightness is acceptable to the flightcrew.	
	7) Select/Range (SEL/RNG) Controls					
	a) Select Functions	**C**	**2**	**0**	(O) May be inoperative provided: a) Appropriate navigation sensor is selected in the active mode, and b) Associated RMI bearing pointers operate normally.	
	b) Range Functions	**C**	**2**	**0**		
	8) EHSI Mode Selectors (ARC, MAP, HSI)	**C**	**2**	**0**	May be inoperative provided one EHSI operates normally in ARC or MAP mode allowing display of weather radar.	
		C	**2**	**0**	May be inoperative provided weather radar is considered inoperative.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-56 ***	EFIS Self-Test Switches (STC SA 7942SW)	**A**	**2**	**0**	(M)(O) May be inoperative provided: a) An alternate procedure is used to test the system prior to flight, and b) Operations are limited to not more than 1 flight day before repair is made.	
34-57 ***	Liquid Crystal Displays (LCD) (ADI and HSI) (STC ST01115AT)	**A**	**4**	**3**	(M)(O) First Officer's lower LCD may be inoperative provided: a) First Officer's RMI operates normally, b) Integrate mode is selected on First Officer's upper LCD, c) Approach minimums do not require its use, and d) Operations are limited to not more than 1 flight day before repair is made.	
34-58 ***	Automatic Dependent Surveillance Broadcast (ADS-B) System	**D**	**-**	**0**	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	**D**	**-**	**0**	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	|
	2) CDTI Control Panel	**D**	**-**	**0**	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	3) Data Link Transmitter(s)	**D**	**-**	**0**	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	|
	4) Data Link Receivers	**D**	**-**	**0**		
	5) ADS-B Applications	**D**	**-**	**0**		|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-59	Navigation Management System					
	1) Navigation Databases	**C**	**-**	**-**	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Crew Oxygen System				Deleted prior to Revision 29.	
35-02	Passenger/Persons Service Units	**C**	**-**	**-**	(M) May be inoperative for unrestricted flight operations provided: a) No person(s) occupies the associated seat(s), and b) Seat(s) are blocked from occupancy.	
	1) Automatic Opening Feature of Door Latch(es)	**B**	**-**	**-**	(M)(O) May be inoperative unlatched and taped closed provided: a) PSU oxygen system operates normally, b) Flight operated at FL 250 or below, and c) Passenger(s)/person(s) occupying the seat(s) with the inoperative door latch(es) are briefed on oxygen mask access.	
35-03	Flight Deck Oxygen Pressure Indicators					
	1) Crew Indicator (Single Indicator On Flight Engineer's Panel)	**A**	**1**	**0**	(M)(O) May be inoperative provided: a) Before each departure, alternate procedure is used to verify oxygen supply is above minimum required for dispatch, b) Each regulator's oxygen emergency lever is verified to be in the NORMAL or OFF position prior to each flight, and c) Operations are limited to not more than 3 flight days before repair is made.	
	2) Passenger Indicator	**C**	**1**	**0**	(M) May be inoperative provided an alternate procedure is used to verify oxygen supply is above minimum required before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-04	Portable Oxygen Dispensing Units (Bottle and Mask)	**D**	**-**	**-**	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
35-05	Passenger Oxygen System					
	1) Passenger and Combi Operations	**B**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is not conducted where the minimum altitude enroute is above 14,000 feet MSL, b) Both air conditioning packs and all other components of the pressurization system operate normally, c) Maximum altitude does not exceed FL 250, d) Portable oxygen units for at least 10% of the passengers are provided, with each unit capable of delivering a minimum of 2 liters per minute for 30 minutes, and e) Passenger briefing procedures are modified to accommodate this operation.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-05	Passenger Oxygen System (Cont'd)					
	2) Cargo Operations	**B**	**1**	**0**	May be inoperative provided a portable oxygen supply sufficient for planned operations, meeting the requirements of the operating rule, is available for each occupant.	
		D	**1**	**0**	May be inoperative provided: a) Associated seats are not occupied, and b) Any person(s) on that flight or series of flights in any compartment is verbally informed about the status of those affected seats.	
35-06	Protective Breathing Equipment (PBE)	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	|
35-07 ***	Servicing Panel Pressure Indicator	**C**	**1**	**0**	(M) May be inoperative provided Crew Oxygen Pressure is checked as required per applicable servicing procedures after each service.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-01	Manifold Isolation Shutoff Valves					
	1) 727-100C Class "E" Cargo Configuration (Excluding 727-100QF)	**C**	**2**	**1**	(M) Left valve may be inoperative closed.	
		C	**2**	**1**	(M)(O) Right valve may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.	
	2) All Others (Excluding 727-100QF)	**C**	**2**	**1**	(M) One may be inoperative closed.	
		C	**2**	**1**	(M)(O) One may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.	
36-02	Ground Pneumatic Connector Check Valve	**C**	**1**	**0**	May be inoperative closed.	
	1) All Models Except 727-100C and 727-100QF Class "E" Cargo Configuration	**C**	**1**	**0**	(O) May be inoperative open provided: a) The right isolation shutoff valve and engine No. 3 bleed air shutoff valve remains closed except for engine start, b) Right air conditioning pack remains OFF, and c) Altitude is limited to FL 250 or below.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-03	Precooler Temperature Control Systems					
	1) All Models Except 727-100QF	**C**	**2**	**0**	(M) May be inoperative provided cooling air modulating valve remains full open.	
		C	**2**	**0**	(M)(O) May be inoperative provided: a) Associated engine bleed remains OFF except for engine start, and b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.	
	2) 727-100QF	**C**	**3**	**2**	(M)(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Associated engine bleed valve remains closed after engine start, and c) AFM Configuration Limitations regarding use of No. 2 engine for pack operation is observed.	
36-04	Precooler Systems					
	1) All Models Except 727-100QF	**C**	**2**	**0**	(O) May be inoperative provided: a) Associated pod engine bleed remains closed after start, and b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.	
	2) 727-100QF	**C**	**3**	**2**	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Associated engine bleed valve remains closed after engine start, and c) AFM Configuration Limitation regarding use of No. 2 engine for pack operation is observed.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-05	Pneumatic Duct Pressure Indicating Systems	**C**	**2**	**1**	(O) One may be inoperative provided, in the case of a single pack operation, the duct pressure indicator associated with the working pack operates normally.	
36-06	Engine Bleed Air Shutoff Valves					
	1) 727-100C and 727-100QF Class "E" Cargo Configuration	**C**	**-**	**-**	(M) Engine No. 1 valve ONLY may be inoperative closed.	
	2) All Others	**C**	**-**	**-**	(M) One may be inoperative closed.	
36-07	Engine Bleed Air Trip-Off Lights	**C**	**2**	**0**	(O) One or both may be inoperative provided the associated engine bleed is not used except for engine start.	
	1) 727-100C Cargo Configuration	**C**	**2**	**1**	(O) Left light may be inoperative provided the associated engine bleed is not used except for engine start.	
	2) 727-100QF	**C**	**3**	**2**	(O) Left light only may be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
36-08	DELETED				Moved to item 21-38.	
36-09	DELETED				Moved to item 21-39.	
36-10	Engine No. 2 High Temperature Warning System (All Except 727-100C and 727-100QF Class "E" Cargo Configuration)	**C**	**1**	**0**	(O) May be inoperative provided engine bleed is not used except for engine start.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-11	Thirteenth Stage Bleed Air Modulating and Shutoff Valves (Engine 1 and 3)					
	1) All Except 727-200F and 727-100QF	**C**	**2**	**0**	(O) One or both may be inoperative closed.	
		C	**2**	**1**	(O) One may be inoperative open provided the associated engine bleed air shutoff valve is closed after engine start and not opened in flight.	
	2) 727-200F	**C**	**2**	**1**	(M) One valve may be inoperative closed. NOTE: One pack may be inoperative provided it is associated with the inoperative valve.	
36-12	Manifold Isolation Shutoff Valves (727-100QF With TAY 651 Engines)					
	1) No. 1 Engine Isolation Valve	**C**	**1**	**0**	(M) May be inoperative closed.	
	2) No. 2 Engine Isolation Valve	**C**	**2**	**1**	(M) Left isolation valve only may be inoperative closed provided airplane is operated at FL 250 or below.	
		A	**2**	**1**	(M) Left isolation valve only may be inoperative closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) Operations are limited to not more than 3 flight days before repair is made.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-13 ***	Twelfth Stage Shutoff Valve Open Lights (12 SOV OPEN) (727-100QF)	**C**	**3**	**0**		
36-14 ***	Engine Bleed Valve Open Lights (727-100QF)	**D**	**3**	**0**		
36-15	Twelfth Stage Bleed System (727-100QF With TAY 651 Engines)	**C**	**3**	**0**	(M)(O) One may inoperative closed provided: a) Airplane is not operated in known or forecast icing conditions, and b) All other bleed components operate normally.	
36-13 ***	Twelfth Stage Shutoff Valve Open Lights (12 SOV OPEN) (727-100QF)	**C**	**3**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
38-01	Potable Water Systems	**C**	**-**	**-**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	**-**	**-**	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
38-02	Lavatory Waste Systems	**C**	**-**	**-**	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
	1) Lavatory Waste Systems (Including Wheelchair Accessible Lavatories Not Required by 14 CFR)	**C**	**-**	**-**	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER" (unless AFM door limitation requires the door to be secured in the open position). NOTE: These provisions are not intended to prohibit inspections by crewmembers.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
38-02	Lavatory Waste Systems (Cont'd)					
	2) Wheelchair Accessible Lavatories Required by 14 CFR	**B**	**-**	**-**	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-01	Electronic Flight Bag Systems (EFBs)					|
***						|
***	1) Class 3 EFB	**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|
***	2) Class 2 EFB					
	a) Data Connectivity	**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|
	b) Power Connections	**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|
	c) Mounting Device	**C**	**-**	**-**	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	|
		D	**-**	**0**	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	|

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-01	Electronic Flight Bag Systems (EFBs) (Cont'd)					|
***						|
***	3) Class 1 EFB					
	a) Power Connections	**C**	**-**	**-**	(O) May be inoperative provided alternate procedures are established and used.	|
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

47. INERT GAS SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
47-01 ***	Nitrogen Generation System (NGS)	**A**	**1**	**0**	(M) May be inoperative provided: a) NGS shutoff valve is deactivated closed, and b) Repairs are made within 10 flight days.	|
	1) Nitrogen Generation Performance	**C**	**1**	**0**		|

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-01	Auxiliary Power Unit	**C**	**1**	**0**	May be inoperative provided procedures are not dependent upon its use.	
	1) APU Pneumatic System	**C**	**1**	**0**	(M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.	
	2) APU Generator	**C**	**1**	**0**	(O) May be inoperative and the pneumatic source used provided the generator field relay remains open.	
49-02 ***	APU Exhaust Door System	**C**	**1**	**0**	(O) May be inoperative provided: a) APU door annunciator light operates normally, b) Speed is restricted to 250 KIAS if APU door annunciator light illuminates, and c) APU exhaust door is removed from the takeoff warning horn circuit by SB 49-25 or production equivalent.	
49-03	APU Annunciator Lights					
***	1) APU Exhaust Door Annunciator Light (APU)	**C**	**1**	**0**	(M) May be inoperative provided before each departure the following is accomplished: a) Visually verify that the exhaust door is closed flush with the wing surface, b) Visually verify in wheel well that door locking cams are locked, and c) Deactivate door actuator by pulling and collaring the actuator circuit breaker.	
***	2) Louvered Exhaust System APU Light	**C**	**1**	**0**	(M) May be inoperative provided the APU fuel shutoff valve located on the left wing rear spar is verified closed before each departure.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
49-03	APU Annunciator Lights (Cont'd)					
	3) APU Crank Light	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures for verifying APU starter operation are established and used.	
	4) APU Bleed Light (727-200)	**C**	**1**	**0**	May be inoperative provided the aircraft is restricted to a single pack during ground operation.	
49-04	APU EGT Indicator	**C**	**1**	**0**	May be inoperative provided APU is considered inoperative.	
49-05	APU Cockpit Hourmeter	**C**	**1**	**0**		
49-06	APU Start Counter Meter	**C**	**1**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Aft Entry Door	**C**	**1**	**0**	May be inoperative closed in the all-cargo configuration.	
52-02 ***	Forward Airstair	**D**	**1**	**0**		
52-03	Aft Airstair					
	1) Passenger or Combi Configurations (Applies Only to 727-100, and 727-100 With 119 or Less Passengers, and 727-200)	**C**	**1**	**0**	(M) or (O) May be hydraulically inoperative provided: a) Stairs can be operated manually (including free fall extension), b) Stairs are manually stowed and locked after preflight inspection, and c) When main deck cargo is being loaded or unloaded while in the mixed configuration, airstair side struts are fully extended (locked) before enplaning or deplaning passengers.	
	2) Cargo Configurations (727-100C, 727-200F, and Other Cargo Conversations, STCs)	**C**	**1**	**0**	(M) or (O) May be hydraulically inoperative provided: a) Stairs can be operated manually, b) No persons are seated aft of cargo unless stairs will extend by free-fall, c) Stairs are manually stowed and locked after preflight inspections, and d) When main deck cargo is being loaded or unloaded, one of the following occurs: 1) Air stair side struts are fully extended (locked) using an alternate means, or 2) A tail stand is installed, or 3) An acceptable fueling and loading schedule, designed to prevent aircraft tipping, is utilized.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-04	Door Warning Light System (Including Main Deck Cargo Door)	**C**	**-**	**0**	(M) May be inoperative provided door(s) are verified closed and locked.	
52-05	Center Engine Duct Access Door Warning Light	**C**	**1**	**0**	(M) May be inoperative provided door is verified closed and locked.	
52-06	AFT AIRSTAIR Warning Light System	**C**	**1**	**0**	One or both control station red lights may be inoperative when the airstair is in the DOWN and LOCKED position.	
		C	**1**	**0**	One or both control station red lights may be inoperative with the airstair UP and locked provided the F/E panel amber AFT AIRSTAIR light operates normally.	
		C	**1**	**0**	F/E panel amber AFT AIRSTAIR light may be inoperative provided: a) Control station red light operates normally during airstair operation, and b) Control station red light extinguishes when locked UP.	
		C	**1**	**0**	(O) F/E panel green AFT AIRSTAIR light may be inoperative.	
	1) 727-100C, 727-200F, and 727-100, 727-200 Cargo Conversions (STCs) in Class “E” Configuration	**C**	**1**	**0**	(M) May be inoperative provided: a) Door is deactivated closed, b) No persons, cargo handlers, or passengers are carried behind the cargo, and either: 1) A tail stand is used for cargo loading and unloading, or 2) An acceptable fueling and loading schedule, designed to prevent aircraft tipping, is utilized.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-07 ***	Aft Airstair Pneumatic Emergency Extension System	**C**	**1**	**0**	May be inoperative provided: a) Boeing SB 52-60 or production equivalent has been incorporated, b) Passengers are limited to 119 persons, and c) Mixed passenger/cargo operations are prohibited. NOTE: Not required for all-cargo operations.	
52-08	FWD Cabin Door Pressure Stop Fittings	**C**	**18**	**17**	(M)(O) Either the upper aft fitting or the fifth-from-top forward fitting may be broken or missing provided: a) No visible defects on other fittings for the associated doors can be found, b) Auto pressurization controller operates normally and is used, and c) Pressure differential does not exceed 6.8 psi. NOTE: Not required for all-cargo operations.	
52-09	Aft Airstair In-Flight Security Mechanism	**A**	**1**	**0**	(M) May be inoperative unlocked or missing provided operations are limited to 3 flight days before repair is made. NOTE: Not required for all-cargo operations.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-10	Lower Cargo Door Pressure Stop Fittings	**A**	**-**	**-**	(M) One may be broken or missing on each cargo door or frame provided: a) There are no visible defects on the other fittings for the associated door, b) Auto pressurization controller operates normally and is used, c) Not more than 50 landings are made before completion of repairs or replacements, and d) Adjacent stop fittings are inspected within 25 landings.	
		C	**-**	**-**	Two may be broken or missing on any cargo door or frame provided the airplane is operated in an approved unpressurized configuration only.	
52-11	Entry/Service Door Hold Open Latch Assembly	**C**	**-**	**0**	May be inoperative for all-cargo operations.	
	1) Latch Release Lever	**C**	**-**	**0**	May be inoperative for passenger or cargo operations.	
52-12	Main Deck Cargo Door Electric Hydraulic Pump (Including AEI STC SA1368SO and SA1797SO)	**A**	**1**	**0**	May be inoperative provided: a) Manual hand pump is designed to perform the exact same function as the electric pump (i.e., provide cargo door system hydraulic pressure only), b) Manual and hand pump operates normally and is used in accordance with accepted procedures, and c) Repairs are made within 120 days.	
	1) Main Deck Cargo Door Electrical Control (OPEN/CLOSE)	**C**	**1**	**0**	(M) May be inoperative provided alternate procedures for opening and closing cargo door are established and used.	
52-13 ***	Cockpit Door Hinge Pin Emergency Release Cables (STC)	**C**	**-**	**0**	(O) May be broken or missing provided alternate procedures for abnormal access and egress are established.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-14 ***	Flight Deck Door Lock System (Not 14 CFR § 25.795 Compliant)	**A**	**1**	**0**	May be inoperative provided: a) Flight is conducted in an all-cargo configuration, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	| | |
	1) Manual Lock	**C**	**1**	**0**	May be inoperative provided supplemental flight deck door security device is installed and operates normally. NOTE: This relief applies only to SFAR 92 compliant doors.	
	2) Electric Lock	**C**	**1**	**0**	May be inoperative provided flight deck door can be locked and unlocked manually by flightcrew member.	
52-15 ***	Main Cabin Cargo Door Warning Light System (STC ST01270CH, STC ST01438CH, and STC ST02128CH)					
	1) Cargo Door Warning Lights (A and B)	**C**	**2**	**1**	(O) One (A or B) may be inoperative provided: a) Cargo Door and Vent Door are verified closed and locked, b) Vent door actuator flag is properly positioned, and c) Cargo Door In-Transit light operates normally. NOTE: Vent Door Warning light may be illuminated.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-15 ***	Main Cabin Cargo Door Warning Light System (STC ST01270CH, STC ST01438CH, and STC ST02128CH) (Cont'd)					
	2) Cargo Door In-Transit Light	**C**	**1**	**0**	(O) May be inoperative provided: a) Cargo Door and Vent Door are verified closed and locked, b) Vent Door actuator flag is properly positioned, and c) Cargo Door A and B Warning light systems operate normally.	
	3) Vent Door Warning Light	**C**	**1**	**0**	(O) May be inoperative provided: a) Cargo Door and Vent Door are verified closed and locked, b) Vent Door actuator flag is properly positioned, c) Cargo Door A and B Warning light systems operate normally, and d) Cargo Door In-Transit light operates normally.	
52-16	Main Cabin Exits/Slides (All-Cargo Configuration)	**B**	**-**	**1**	L1 may be inoperative provided R1 operates normally.	
		B	**-**	**1**	R1 may be inoperative provided L1 operates normally.	
		B	**-**	**0**	May be inoperative provided: a) Only essential crewmembers, including official observer in the observers seat, are allowed on the flight, and b) An alternate means of egress is available.	
		C	**-**	**0**	All slides in the cargo area except L1/R1 may be inoperative without restriction.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-17 ***	Main Cargo Door Sequence Valves (STC SA1767SO)	**B**	**3**	**0**	(M)(O) May be inoperative provided: a) Valve(s) failed in the closed position, b) Associated door warning system operates normally, c) Door is operated using manual procedures, and d) Door is verified closed and locked prior to each flight.	
52-18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR § 25.795 Compliant)					
	1) Automatic Locking System	**B**	**1**	**0**	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
	a) LED Crew Indicator	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
	b) Flight Deck Door LOCK Fail Light	**C**	**1**	**0**	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
	2) Flight Deck Door Panel Pressure Relief Latches	**A**	**2**	**0**	May be inoperative in the latched position provided repairs are made within 2 flight days.	
	3) Deadbolt	**B**	**1**	**0**	May be inoperative provided automatic lock controls operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-19 ***	Dugan Air Enhanced Flight Deck Door (STC ST01444LA) (14 CFR § 25.795 Compliant)					
	1) Deadbolt Locks	**C**	**2**	**1**	One may be inoperative provided remaining deadbolt operates normally.	
	2) Flight Deck Door Panel Pressure Relief Latches	**A**	**2**	**0**	May be inoperative in the latched position provided repairs are made within 2 flight days.	
52-20 ***	Main Deck Side Cargo Door (STC SA1368SO and SA1797SO)					
	1) Latch Pin, Latch Base, Latch Hook, and Lower Jamb Fitting	**A**	**7**	**6**	(M)(O) One may be broken or missing provided: a) A visual check is made before each departure that remaining latch pins, bases, hooks, and lower jamb fittings are not damaged, b) The broken/missing latch pin, base, hook, or lower jamb fitting does not interfere with operation of the remaining latches, pins, hooks, or lower jamb fittings, c) Flight is operated in an unpressurized configuration, d) Main deck cargo compartment remains empty, and e) Repairs are made within two flights.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

56. WINDOWS

Sequence No.	Item	1	2	3	4	Change Bar
11-01 ***	Pilot's Left Sliding Window External Emergency Opening System					
	1) Passenger Configuration	**C**	**1**	**0**		
	2) Cargo Configuration	**C**	**1**	**0**	May be inoperative provided an approved rigid bulkhead, or equivalent, is properly installed.	
		C	**1**	**0**	May be inoperative provided main cargo compartment remains empty.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
73-01	DELETED					
73-02	Fuel Filter Heater System	**C**	**3**	**0**	(M)(O) May be inoperative provided: a) Fuel temperature is maintained at or above 32 degrees F (0 degrees C), and b) Associated fuel deicing air valve is deactivated closed.	
73-03	Fuel Heat Valve Lights	**C**	**3**	**2**	(O) One may be inoperative provided: a) The associated valve operates normally prior to each flight, and b) Oil temperature gauge is monitored during flight.	
73-04	Fuel Filter Differential Pressure Warning Systems	**C**	**3**	**2**	(O) One may be inoperative provided heater system operates normally.	
73-05 ***	APR System	**D**	**1**	**0**	(O) May be inoperative provided: a) System is deactivated, and b) Operations are conducted in accordance with AFM.	
73-06 ***	Engine Fuel Shutoff Valve Start Lever Switches	**D**	**3**	**0**	(M) May be inoperative provided F/E fuel shutoff switches are installed and operating normally.	
73-07	Fuel Flow Meters	**C**	**3**	**2**	One may be inoperative provided: a) N_1, N_2, and EPR gauges for the associated engine operate normally, and b) The associated fuel quantity gauges operate normally.	
73-08 ***	Fuel Used Gauges	**D**	**3**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
73-09	Dual Datum Idle Control System (727-100QF With TAY 651 Engines)	**C**	**3**	**0**	May be inoperative failed in Flight Idle provided: a) Anti-Skid System operates normally, and b) For operating weights of 110,000 lbs. and below, use V Speeds and Field Length required for 110,000 lbs.	
73-10	Fuel Low Pressure Lights (TAY 651 Engines)	**C**	**3**	**2**	(M) One may be inoperative provided: a) Associated Engine (tank) fuel boost pumps operate normally, and b) Associated engine fuel filter differential pressure warning lights operate normally.	
73-11	Approach Idle Functions (Valsan B727-100/200RE Only)	**C**	**2**	**1**	(M)(O) May be inoperative on one engine provided any appropriate AFM Performance Limitations are observed.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM

1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
74-01	High Energy Ignition Systems (Three Twin 20-Joule Systems or Three Dual 18-Joule Systems)	**C**	**6**	**3**	One system on each engine may be inoperative.	
74-02	Low Energy Ignition Systems	**C**	**3**	**0**	(O) Any or all may be inoperative provided switching is available to select FLIGHT for high energy continuous ignition.	
74-03	High Energy Ignition Systems (Three Twin 10-Joule Systems) (727-100QF)	**C**	**6**	**5**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
77-01	Engine Pressure Ratio Systems					
	1) All Models Without STCs ST00555SE, ST00399SE, or ST00448SE	**A**	**3**	**2**	(O) One may be inoperative provided: a) Before the loss of the EPR gauge, all associated engine indications were normal, b) N_1, N_2, and fuel flow meter on the associated engine operate normally, c) Appropriate N_1 thrust setting curves are available, d) Assumed temperature reduced thrust is not permitted, e) 727-100QF, apply appropriate AFM performance corrections, and f) Operations are limited to not more than 3 flight days before repair is made.	
	2) All Models With STCs ST00555SE, ST00399SE, or ST00448SE	**A**	**3**	**2**	(M)(O) One may be inoperative provided: a) Before the loss of the EPR gauge, all associated engine indications were normal, b) N_1, N_2, and fuel flow meter on the associated engine operate normally, c) Appropriate N_1 thrust setting curves are available, d) Assumed temperature reduced thrust is not permitted, e) 727-100QF, apply appropriate AFM performance corrections, f) Associated EPR indicator circuit breaker is pulled if engine No. 1 or No. 3 indicator is inoperative (only allowed if there is a separate circuit breaker for the EPR indicator), (Continued)	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
77-01	Engine Pressure Ratio Systems (Cont'd)					
	2) All Models With STCs ST00555SE, ST00399SE, or ST00448SE (Cont'd)				g) Takeoff is not made with flaps in the 25 degree position if engine No. 1 or No. 3 indicator is inoperative, and h) Operations are limited to not more than 3 flight days before repair is made.	
	3) Digital Indicator (All Models)	**C**	**3**	**0**		
	4) EPR Bug (All Models)	**A**	**3**	**2**	One may be inoperative provided operations are limited to not more than 3 flight days before repair is made.	
77-02	N_1 Tachometers	**B**	**3**	**2**	(M)(O) One may be inoperative provided: a) EPR, N_2, and fuel flow meters on the associated engine operate normally, and b) APR System is not required for takeoff performance.	
***	1) Digital Indicators	**C**	**3**	**0**		
77-03	N_2 Tachometers	**B**	**3**	**2**	(O) One may be inoperative provided: a) EPR, N_1, and fuel flow indicators for the associated engine operate normally, and b) An alternate starting procedure is used.	
***	1) Digital Indicators	**C**	**3**	**0**		
77-04	DELETED				Moved to item 73-7.	
77-05	EGT Gauges					
***	1) Over Temperature Warning Lights (Amber)	**D**	**3**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
77-06 ***	Vibration Indicating System	**C**	**1**	**0**	May be inoperative unless required by maintenance procedures.	
77-07	Engine Failure Detection Lights	**C**	**2**	**0**	(O) May be inoperative provided: a) APR System is not used, and b) AFM performance data and procedures are observed.	
77-08	DELETED				Moved to item 73-5.	
77-09	DELETED				Moved to item 73-8.	
77-10	Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)					
	1) Digital Indicators	**C**	**3**	**0**		
77-11	Engine Overheat Warning Light Bright/Dim Switch (727-100QF)	**C**	**1**	**0**	Switch select function may be inoperative.	
77-12	Engine Idle Lights (727-100QF)	**C**	**3**	**2**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
78-01	Thrust Reversers					
	1) B727-100/200 Only	**C**	**3**	**2**	(M) One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.	
	2) Valsan B727-100/200RE Only	**C**	**2**	**1**	(M) One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, b) No external leakage exists, c) The respective THRUST REV. ACCUM. LOW PRESS light is deactivated, and d) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position. NOTE: On airplanes with Auto Spoiler RTO feature, if No. 1 Reverser System is inoperative, the Auto Spoiler RTO feature will also be inoperative.	
	3) B727-100QF	**C**	**2**	**1**	(M) One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, b) No external leakage exists, and c) A procedure is established to determine that the related thrust reverser is locked in the closed (forward thrust) position.	

(Continued)

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
78-01	Thrust Reversers (Cont'd)					
	4) B727-100/200 With Quiet Wing System STCs ST00488SE or ST00507SE	**C**	**2**	**1**	(M) One may be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine that the related thrust reverser is locked in the closed (forward thrust) position.	
78-02	Thrust Reversers Operating Lights					
	1) B727-100/200 Only	**C**	**3**	**0**	(M) May be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.	
	2) Valsan B727-100/200RE, B727-100QF and Airplanes With STCs ST00488SE or ST000507SE	**C**	**2**	**0**	(M) May be inoperative provided: a) There is no damage to the thrust reverser system that would adversely affect operation of the airplane, and b) A procedure is established to determine the related thrust reverser is locked in the closed (forward thrust) position.	
78-03	Thrust Reverser In Transit Lights					
	1) B727-100/200 Only (Excluding B727-100QF)	**C**	**3**	**0**		
	2) Valsan B727-100/200RE Only	**C**	**2**	**0**		

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
78-04	Thrust Reverser Accumulator Pressure Indicator (Valsan B727-100/200RE Only)	**C**	**2**	**0**	(M) One or both may be inoperative provided: a) No external leakage exists, and b) Respective THRUST REV. ACCUM. LOW PRESS light(s) operate normally.	
78-05	Thrust Reverser Accumulator Lights (Valsan B727-100/200RE Only)	**C**	**2**	**0**	(M) One or both may be inoperative provided: a) No external leakage exists, and b) Respective thrust reverser accumulator pressure indicator(s) operate(s) normally and are checked before each departure.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
79-01	Oil Quantity Indicators					
	1) All Models Except 727-100QF	**B**	**3**	**2**	(M) One may be inoperative provided: a) Associated oil tank is filled to maximum recommended capacity before each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning light and oil temperature and oil pressure indicators operate normally.	
	2) 727-100QF	**C**	**3**	**0**	(M) May be inoperative provided: a) It is verified that the associated oil tank level is adequate for the flight being planned, including alternate planning considerations, and b) It is verified that the oil tank level is not more than 2 quarts low before each refueling. NOTE: The oil quantity indicators on the TAY 651 engines are not operative in flight.	
	3) Oil Quantity Indicator Test Feature (All Models)	**C**	**1**	**0**	(M) May be inoperative provided: a) Oil quantities are checked once each flight day for correct service, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning lights and oil temperature and oil pressure indicators operate normally.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
79-02	Oil Filter Bypass Warning Lights	**C**	**3**	**2**	(M) One may be inoperative provided: a) Malfunction is in the warning system, and b) Associated main oil screen is inspected for presence of contaminants at least every 12 hours.	
79-03	DELETED					
79-04	Oil Low Pressure Warning Lights	**B**	**3**	**2**	(O) One may be inoperative provided the associated engine oil pressure, oil temperature, and oil quantity indicators operate normally.	
79-05	DELETED					
79-06 ***	Engine Oiler System (STC SA 1327SO)	**C**	**1**	**0**	(M) May be inoperative provided alternate (normal) procedures are established and used.	

MMEL TABLE KEY

SYSTEM & SEQUENCE NO. ITEM
1. REPAIR CATEGORY
2. NUMBER INSTALLED
3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
80-01 ***	Starter Valve Open Lights					
	1) All Models Except 727-100QF	**C**	**3**	**0**	(O) May be inoperative provided the Start Valve Arming System is installed and operating normally.	
	2) 727-100QF	**A**	**3**	**0**	(O) May be inoperative provided: a) Associated start valve is verified closed after engine start, and b) Operations are limited to not more than 3 flight days before repair is made.	
80-02 ***	Engine Starter Auto Cutout System					
	1) All Models Except 727-100QF	**C**	**3**	**0**	(O) May be inoperative provided associated start switch is manually selected OFF at 40% N_2 RPM.	
	2) 727-100QF	**C**	**3**	**0**	(O) May be inoperative provided associated start switch is manually selected OFF at 42% N_2 RPM.	
80-03	Starter Valves	**C**	**3**	**0**	(M)(O) May be inoperative provided alternate starting procedures are established and used.	
80-04 ***	Start Valve Arming System	**C**	**1**	**0**	(O) May be inoperative provided Starter Valve Open Lights are installed and operating normally.	